

## ***HUMAN ENVIRONMENT***

### **3.1 Land Use**

The land use Study Area was generally defined by the census tracts bordering the maximum disturbance limits for the Proposed Project. Utilizing census tract boundaries allows consistency with the assessment of community impacts and growth; also, census tract data influence development trends. The land use Study Area was further expanded to include surrounding census tracts at the access points to the Proposed Project on SR-241 and SR-91, and which include the Santiago Canyon Road/SR-241/State Route 261 (SR-261) interchange and the SR-91/Auto Center Drive interchange. As shown on Figure 3.1.1, the Study Area extends through six land use jurisdictions (i.e., four cities and two counties).

The discussions in this section related to land use are provided in the following three subsections:

- 3.1.1, Existing and Future Land Uses
- 3.1.2, Consistency with Federal, State, Regional, and Local Plans
- 3.1.3, Parks and Recreational Facilities

#### **3.1.1 Existing and Future Land Uses**

##### **3.1.1.1 Affected Environment**

This analysis evaluates existing land uses that would be converted to transportation uses by the Build Alternative. The analysis is based on the most current available geographic information system (GIS) data from the applicable local jurisdictions (the counties of Riverside and Orange, and the cities of Yorba Linda, Anaheim, Orange, and Corona); therefore, the GIS data may not reflect very recent changes in existing land uses.

##### ***Existing Land Use***

The Study Area is dominated by SR-241 and SR-91 and surrounded by parks, and open space, including Chino Hills State Park, and Irvine Ranch Open Space, with some residential and commercial development on the west end in the cities of Anaheim and Yorba Linda, and residential, commercial, and industrial on the east end in the City of Corona. Parks and other recreational areas are discussed in detail in Section 3.1.3. Within the Project Area, existing land use was mapped based on field surveys. Existing land use outside of the Project Area is based on aerial photographs

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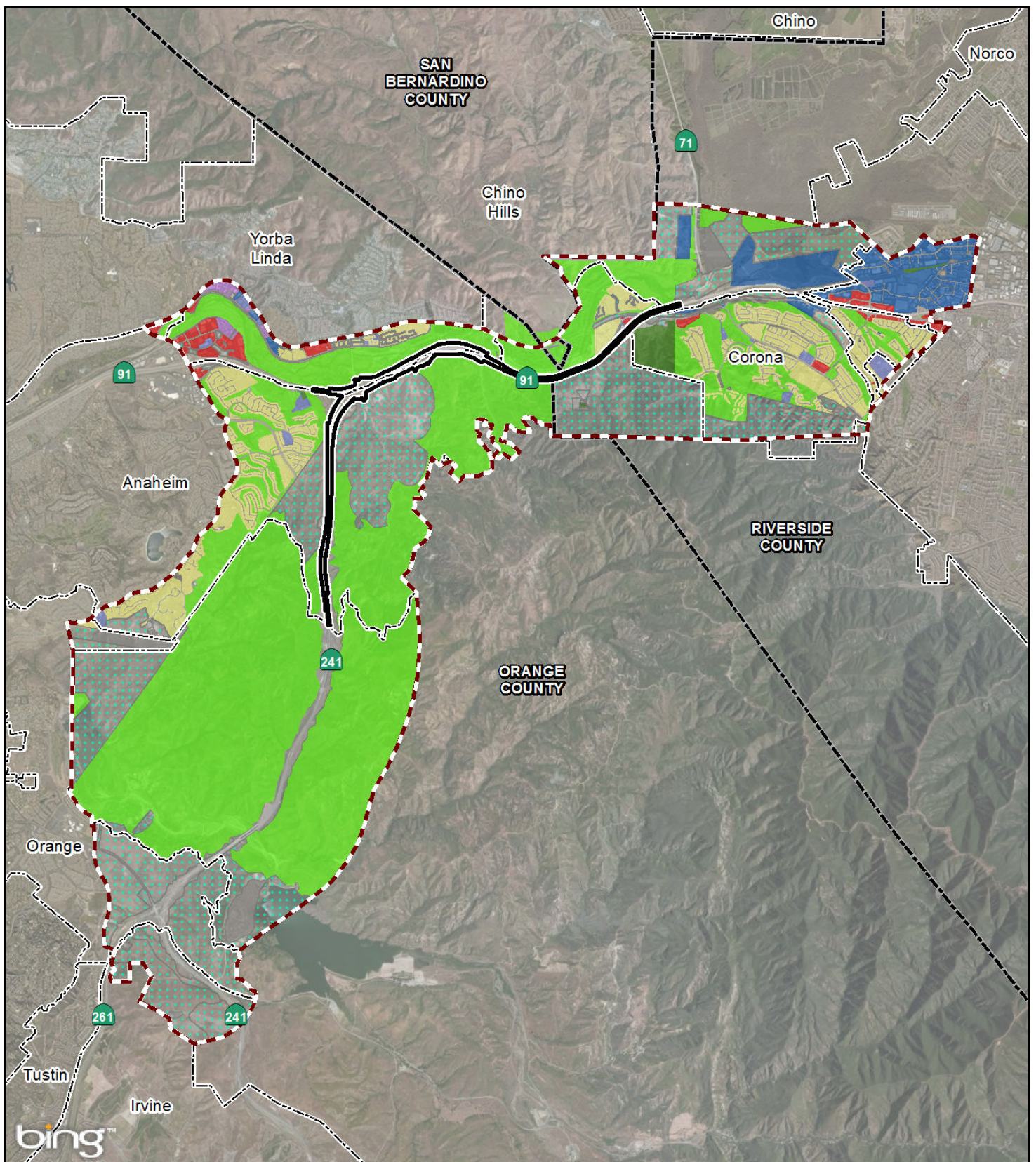


FIGURE 3.1.1

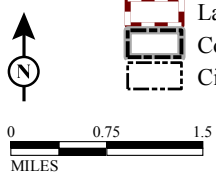
LEGEND

- Project Area
- Land Use Study Area
- County Boundary
- City Boundary

- Existing Land Use
- Residential
  - Office and Commercial
  - Public Facilities and Public Education
  - Industrial

- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Open Space and Recreation
- Agriculture
- Undeveloped

*SR-241/SR-91 Express Lanes Connector*  
Existing Land Use



SOURCE: SCAG (2012); Bing (~2012)

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cross-checked against GIS data provided by the Southern California Association of Governments (SCAG).<sup>1</sup> The data were compiled into basic land use designations, which are described in detail in Table 3.1.1 by jurisdiction and shown on Figure 3.1.1.

**Table 3.1.1 Existing Land Use**

Jurisdiction	Existing Land Use
County of Orange	Within the Study Area, there are two areas of unincorporated County of Orange land. The area south and east of the Proposed Project Area consists of unincorporated County land that is undeveloped. Additionally, the land north of SR-91 and adjacent to the County Line is generally undeveloped.
County of Riverside	The majority of the Study Area land uses in unincorporated County of Riverside are located south of SR-91 and west of the Green River Road/SR-91 freeway entrance and exit ramps. This area consists of rural mountainous land uses south of SR-91 and outside of the Corona City limits.
City of Anaheim	Currently, residential developments are located in the hillside areas west of SR-241 in the City of Anaheim. Open space areas are located east of the residential area and form a buffer to SR-241. Land east of SR-241 consists of Open Space uses.
City of Yorba Linda	The City of Yorba Linda is generally located north of SR-91 and west of the unincorporated County of Orange land adjacent to the County of Riverside Line. A very small part of the land use Study Area on the north side of SR-91 is in the City of Yorba Linda.
City of Orange	Land in the City of Orange is generally located in the southernmost portion of the Study Area. This portion of the City includes the Santiago Canyon Road SR-241/SR-261 interchange and generally consists of Open Space/Recreation uses, as shown on Figure 3.1.1.
City of Corona	A portion of the Study Area is in the City of Corona. This includes areas along SR-91 from the western city limits to approximately 0.5 mile east of Green River Road. The existing land use along SR-91 in Corona includes Residential, Mixed-Use, Industrial, Commercial, and Open Space/Recreation as shown on Figure 3.1.1.

Sources: Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy GIS data (2012); Southern California Association of Governments GIS Library (2015). Website: <http://gisdata.scag.ca.gov/Pages/Home.aspx> (accessed January 20, 2015).

GIS = geographic information system

SR-91 = State Route 91

SR-241 = State Route 241

SR-261 = State Route 261

### **Future Land Use – General Plan**

The Land Use Elements in the General Plans for the jurisdictions within the Study Area identify the future planned land uses. A description of General Plan land uses by jurisdiction is provided in Table 3.1.2. General Plan land use data shown in Figure 3.1.2 are based on GIS data provided by SCAG as part of the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The data were compiled into general land use designations for consistency throughout the various jurisdictions.

<sup>1</sup> Southern California Association of Governments GIS Library. Website: <http://gisdata.scag.ca.gov/Pages/Home.aspx> (accessed January 20, 2015).

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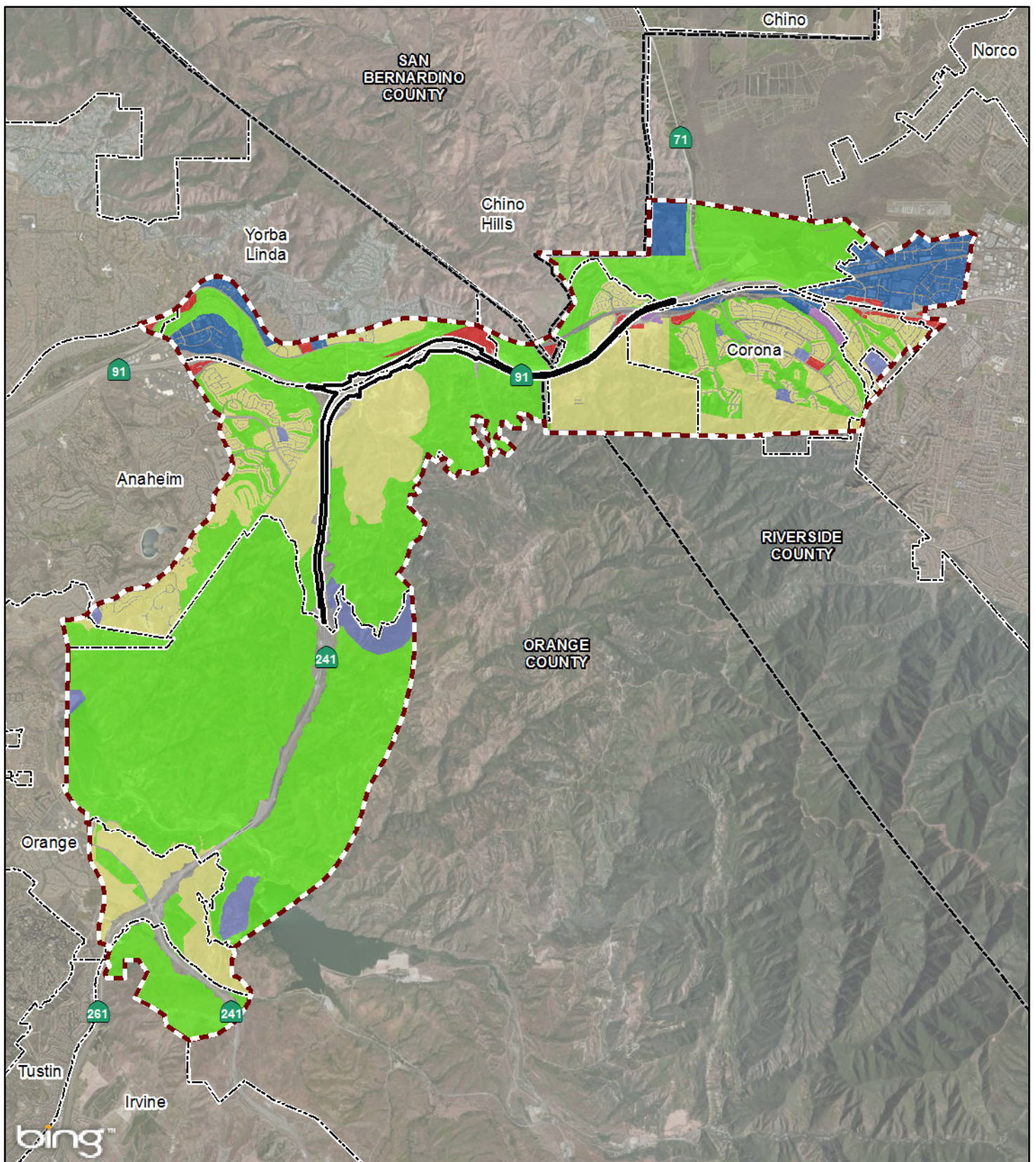
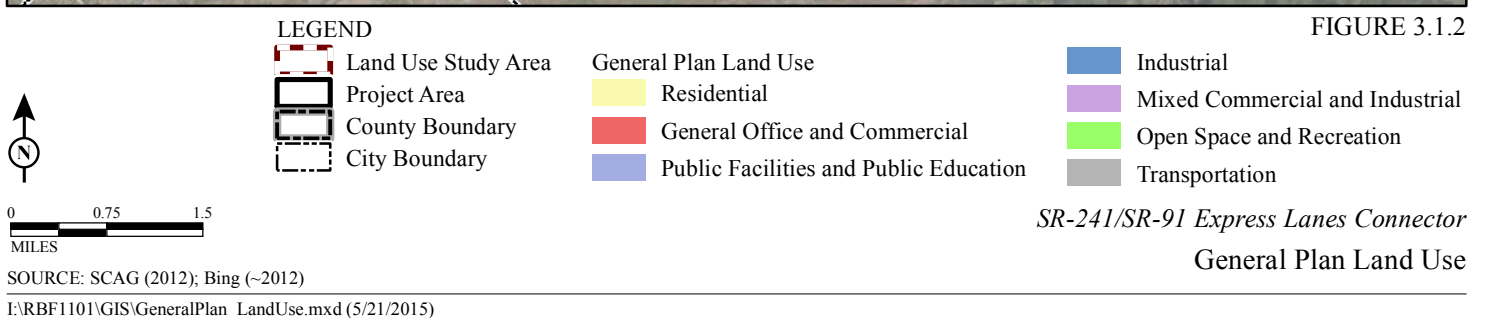


FIGURE 3.1.2



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**Table 3.1.2 General Plan Land Use**

<b>Jurisdiction</b>	<b>General Plan Land Use</b>
County of Orange	Unincorporated County of Orange land in the Study Area is designated in the County General Plan as Open Space/Recreation, which provides for limited land uses that do not require substantial urban infrastructure.
County of Riverside	The most common County of Riverside General Plan designations in the Study Area are Rural and Open Space land use designations.
City of Anaheim	The land uses in and adjacent to the Study Area are designated Residential and Open Space/Recreation. The Open Space/Recreation designation in the City of Anaheim's General Plan is for areas intended to remain in natural open space, utility easements that provide recreational access, landscaped freeway remnant parcels, and land areas surrounding major water features. As shown on Figure 3.1-2, the City's General Plan designates these areas south of SR-91 and on each side of SR-241 for residential uses. The Mountain Park Specific Plan generally guides development in this part of the city; refer to Table 3.1.3 following in this section.
City of Yorba Linda	The City of Yorba Linda's land use designations in the Study Area consist of Residential, Open Space/Recreation, Industrial, and Commercial/Office uses.
City of Orange	The City of Orange's General Plan designates the area surrounding the SR-241/SR-91 interchange for both Residential and Open Space/Recreational uses.
City of Corona	The planned land uses along SR-91 in the City of Corona include Residential, Mixed-Use, Industrial, Commercial, and Open Space/Recreation.

Source: Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy GIS data (2012); Southern California Association of Governments GIS Library (2015). Website:

<http://gisdata.scag.ca.gov/Pages/Home.aspx>.

GIS = geographic information system

SR-91 = State Route 91

SR-241 = State Route 241

### **Development Trends**

Much of the developable land in the Study Area and vicinity is either already developed or has development entitlements. The area in the southeast quadrant of the SR-241/SR-91 interchange (shown as residential land use on Figure 3.1.2) is covered under the Mountain Park Specific Plan (MPSP) in the City of Anaheim. The MPSP has been partially developed on the west side of SR-241. Additional planning areas in the MPSP are not expected to be developed because The Irvine Company permanently dedicated the final 2,500 acres (ac) of land in the area of the City of Anaheim's MPSP to the County of Orange as permanent open space in August 2014.<sup>1</sup>

Several infrastructure projects are underway in the Study Area and vicinity along SR-91, the Burlington Northern Santa Fe (BNSF) Railway, and along the Santa Ana River. Planned projects in the Study Area and vicinity are listed in Table 3.1.3 and are shown on Figure 3.1.3.

<sup>1</sup> Susan Kim, Acting Principal Planner, City of Anaheim, April 13, 2015. Response letter to the Notice of Preparation/Notice of Intent for the SR-241/SR-91 Express Lanes Connector Supplemental EIR/EIS.

**Table 3.1.3 Planned Projects**

Figure 3.1.3 Project ID Number	Project Name/Type	Location	Proposed Use/Description	Status and Sources
<b>Highway Projects</b>				
1	SR-91 Corridor Improvement Project (CIP)	Cities of Yorba Linda, Anaheim, Corona, Riverside, and Norco, and communities of unincorporated Riverside County	<p>This project is divided into an Initial Phase and an Ultimate Phase. The Initial Phase of this project will extend the existing express lanes in Orange County to the east from the Orange/Riverside County line to I-15 in the City of Corona.</p> <p>The existing HOV lanes will be converted to tolled express lanes, and one additional tolled express lane in each direction would be constructed. The eastbound SR-91 express lane will extend to McKinley Street and then transition back to HOV lanes at Pierce Street.</p> <p>A tolled express lane in each direction will also be constructed on I-15 from Cajalco Road to Hidden Valley Parkway. Express lane direct connectors between I-15 and SR-91 will provide access from northbound I-15 to westbound SR-91 and from eastbound SR-91 to southbound I-15.</p> <p>Additionally, express lane direct connectors will be constructed from eastbound SR-91 to northbound I-15 and from southbound I-15 to westbound SR-91.</p> <p>The Ultimate Phase will construct one general-purpose lane in each direction on SR-91 from the SR-241/SR-91 interchange in the cities of Anaheim and Yorba Linda to Pierce Street in the City of Riverside.</p>	<p>Construction of the Initial Phase began in early 2014, and the new median express lanes are expected to open in 2017 (source: website <a href="http://www.sr91project.info/design-build-schedule">http://www.sr91project.info/design-build-schedule</a>, accessed December 11, 2015).</p> <p>The Ultimate Phase of this project is planned for completion in 2035.</p>
2	SR-71/SR-91 Interchange Improvements	City of Corona	<p>This project includes a new two-lane direct flyover from eastbound SR-91 to northbound SR-71, with modifications to the existing south-to-east SR-71/SR-91 interchange connector ramp. A three-lane eastbound connector-distributor road from both Green River Road and eastbound SR-91 to northbound SR-71 will be modified, and the eastbound and westbound auxiliary lanes between SR-71/SR-91 and Auto Center Drive/Serfas Club Drive will be extended.</p> <p>The project limits on SR-91 are from west of the SR-91/Green River Road interchange to the end of the southbound SR-71 to the eastbound SR-91 ramp. The project limits on SR-71 begin at the SR-71/SR-91 interchange and end approximately 1.5 mi north of SR-91.</p>	<p>Construction began in in late 2014, and is expected to conclude in mid-2017 (source: website <a href="http://www.sr91project.info/design-build-schedule">http://www.sr91project.info/design-build-schedule</a>, accessed December 11, 2015).</p>

**Table 3.1.3 Planned Projects**

Figure 3.1.3 Project ID Number	Project Name/Type	Location	Proposed Use/Description	Status and Sources
<b>Bus and Transit Projects</b>				
N/A	Express Bus Improvements	Throughout Orange and Riverside Counties	This is an SR-91 improvement project. The expansion of the Express Bus service between Riverside and Orange County employment centers would add four bus routes from Riverside County to the Northeast Anaheim Canyon Business Center and California State University, Fullerton; the Anaheim Civic Center, Western Medical Center, and the Anaheim Resort; and the Irvine Business Complex and University of California, Irvine. Bus service would be coordinated with demand needs.	Construction began in 2014, and is expected to be completed in 2017 (source: website <a href="http://www.rctc.org/projects/state-route-91/sr-91-corridor-improvement-project">http://www.rctc.org/projects/state-route-91/sr-91-corridor-improvement-project</a> , accessed December 11, 2015).
<b>Rail and Rail-Associated Projects</b>				
N/A	Metrolink Service and Station Improvements	City of Anaheim, from Orange County through San Bernardino County to Riverside County	This is an SR-91 improvement project proposed for implementation by 2020. The project would provide an extensive expansion of train service from the Inland Empire to Orange County (IEOC). Additional trains would be added to the IEOC Line that currently provides service between San Bernardino, Riverside, and Orange Counties. Additional service would be added to the 91 Line that provides service from the Inland Empire to Los Angeles via Orange County and parallels SR-91.	Construction is expected to begin by 2020 and conclude in 2025 (source: website <a href="http://rctc.org/uploads/media_items/sr-91-implementation-plan-final-june-2014.original.pdf">http://rctc.org/uploads/media_items/sr-91-implementation-plan-final-june-2014.original.pdf</a> , accessed December 11, 2015).
3	BNSF Freight Services	BNSF Railway mainline between Prado Dam West Riverside	The BNSF railway is a primary east-west rail route for goods being shipped from the Ports of Los Angeles and Long Beach to locations throughout the United States. BNSF has several regional mainline rail enhancements planned in the Southern California region. In the Project Vicinity, this includes adding a third track between Prado Dam and the West Riverside (approximately at the junction of SR-91 and SR-60).	Planning phase (source: 2012 RTP/SCS, Goods Movement Appendix, <a href="http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GoodsMovement.pdf">http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GoodsMovement.pdf</a> , accessed December 11, 2015).
<b>City of Corona</b>				
4	Foothill Parkway Westerly Expansion	City of Corona	Construct a segment of roadway to connect Foothill Parkway from Lincoln Avenue to Green River Road.	Construction was proposed to be completed by May 2016 (source: website <a href="http://www.discovercorona.com/City-Departments/Public-Works/Foothill-Parkway-Westerly-Extension.aspx">http://www.discovercorona.com/City-Departments/Public-Works/Foothill-Parkway-Westerly-Extension.aspx</a> , accessed December 11, 2015).
5	Green River Road Widening: SR-91 to Palisades	City of Corona	Includes widening Green River Road from four to six lanes from Palisades Drive to SR-91. Improvements will include a new storm drain, sewer and water lines, a new traffic signal at Palisades Drive, and a traffic signal modification at Dominguez Ranch Road.	Construction was proposed to be completed by March 2016 (source: City of Corona Public Works Department, January 7, 2016).
6	Sierra Bella	South of Calle Del Oro in Sierra del Oro	237 single-family homes	Grading underway as of January 2016 (source: City of Corona, Terri Manuel, January 7, 2016).

**Table 3.1.3 Planned Projects**

<b>Figure 3.1.3 Project ID Number</b>	<b>Project Name/Type</b>	<b>Location</b>	<b>Proposed Use/Description</b>	<b>Status and Sources</b>
7	The Ranch at Corona Palisades	Southwest corner of Serfas Club and Palisades	Twelve lot condo map/288 units, 12 light-industrial units totaling 77,000 sf, 867 self-storage units on 38 ac.	Residential portion under construction, partial occupation in Spring 2015 (source: City of Corona, Terri Manuel January 7, 2016).
8	Skyline Heights	Generally south of the proposed westerly extension of Foothill Parkway, east of Paseo Grande and west of Trudy Way in the unincorporated area of Riverside County but within the City of Corona Sphere of Influence.	The project involves the annexation of 421.2 ac into the City of Corona. The annexation is accompanied by a tentative tract map to subdivide approximately 271 ac into 291 single-family residential lots. The development will also include non-buildable lettered lots that will be set aside for landscaping and natural open space, streets and utilities. The project will require a General Plan Amendment (GPA13-003), Zone Change CZ13-002, Annexation (117), and Tentative Tract Map 36544 (TTM 36544).	Public review of the environmental document February 4, 2016, through March 10, 2016 (source: website <a href="http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division.aspx">http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division.aspx</a> , accessed January 7, 2016).
<b>City of Yorba Linda</b>				
9	Oakcrest Terrace	Savi Ranch, 22744 Eastpark Drive	The project includes construction of 69 affordable multi-family residential units.	Building permits have been issued and the project is under construction. Foundations for all three buildings on the site have been poured (source: City of Yorba Linda Planning Department, Greg Rehmer, January 14, 2016).
10	Oakcrest Terrace (Savi Ranch II)	Savi Ranch Neighborhood	The project includes construction of 54 affordable multi-family apartments.	Planning Commission approved the project on June 24, 2015. The applicant is seeking additional financing through California Tax Credit Allocation Committee (CTCAC). The project did not receive an award in July of this year, which was the first application attempt. The next application period submittal date is March 2016. On November 17, 2015, applicant received Council approval of additional transitional age youth and veteran's units to assist with their next tax credit application (source: City of Yorba Linda Planning Department, Greg Rehmer, January 14, 2016).
11	Toll Brothers at Amalfi Hills	Between Village Center Drive and Fairmont Drive north of Bastanchury Road.	The project includes development of 315 single-family homes.	All building permits have been issued. Approximately 10 homes remain to be constructed before the tract is complete (source: City of Yorba Linda Planning Department, Greg Rehmer, January 14, 2016).



**Table 3.1.3 Planned Projects**

Figure 3.1.3 Project ID Number	Project Name/Type	Location	Proposed Use/Description	Status and Sources
<b>Public Infrastructure Projects</b>				
12	Santa Ana River Parkway Extension Project	The project is located within a 2 mi stretch of the Santa Ana River Riding and Hiking Trail and the Santa Ana River Class I Bikeway, between Gypsum Canyon Road on the west and the Orange/Riverside/San Bernardino County boundaries on the east, and between the BNSF railroad and La Palma Avenue on the north and SR-91 on the south.	This project includes the construction of a new Class I Bikeway, the Riding and Hiking Trail, and associated amenities on the north and south banks of the Santa Ana River. A new Riding and Hiking Trail (approximately 1.75 mi) would be located parallel to the existing Class I Bikeway that is located on the southern bank of the river, adjacent to SR-91. A new parallel Class I Bikeway and Riding and Hiking Trail (approximately 0.57 mi) would extend through a portion of the existing Green River Golf Course toward the BNSF Railroad. A new parallel Class I Bikeway and Riding and Hiking Trail would extend eastward from Gypsum Canyon Road Bridge (approximately 1.07 mi) on the north bank of the river, adjacent to La Palma Avenue. Three bridges would be constructed, and two of these bridges would cross the Santa Ana River and would connect the new Class I Bikeway, the new Riding and Hiking Trail, and the existing Class I Bikeway.	Construction of this project is expected to take approximately 18 months and is anticipated to begin mid 2017 (source: website <a href="http://ocplanning.net/civicax/filebank/blobdload.aspx?blobid=35288">http://ocplanning.net/civicax/filebank/blobdload.aspx?blobid=35288</a> , accessed December 11, 2015).
13	Lower Santa Ana River Project	Along 23 mi of the existing channel from Weir Canyon Road to the Pacific Ocean.	Improvements to 23 mi of existing channel from Weir Canyon Road to the Pacific Ocean include channel widening, improvement to the existing Greenville-Banning Channel located parallel to the river near the coast, relocation of the Talbert Channel ocean outlet and construction of rock jetties and derrick stone jetties at the mouth of the river, and bridge modifications to accommodate the widened channel. In the Santa Ana Canyon area, construction will be limited to bank armoring to protect a mobile home park, residential tract, and the SR-91 freeway.	Estimated completion of all phases in 2016 (source: website <a href="http://ocflood.com/sarp/lower">http://ocflood.com/sarp/lower</a> , accessed December 11, 2015). The Lower Santa Ana River Project is ongoing and encompasses all projects in this reach of the Santa Ana River (source: USACE, Christopher Jones, January 14, 2016).
14	Santa Ana River Interceptor (SARI) Relocation Project	From the Orange/San Bernardino County Line at Green River Golf Club to SAVI Ranch.	The SARI Relocation Project will replace nearly 4 mi of the existing pipeline from the Orange/San Bernardino County line at Green River Golf Club to SAVI Ranch. The proposed 54-inch-diameter pipeline will tie into the existing SARI Line just upstream of the existing metering station at the Green River Golf Club. The new pipeline will then cross the golf course to the south bank of the river where it will be located under the existing bikeway before proceeding downstream through Featherly Park. The new pipeline will connect to the existing SARI Line behind SAVI Ranch. In addition, a new 15-inch-diameter pipeline will be constructed under La Palma Avenue and the Santa Ana River Trail to serve the sewage disposal needs of portions of Yorba Linda. Known as the Yorba Linda Spur, the pipeline will cross the river by way of an inverted siphon and connect to the existing SARI Line behind SAVI Ranch.	Construction has been completed in Orange County, and the small portion in Riverside County will be completed in April 2016 (source: USACE, Christopher Jones, January 14, 2016).

**Table 3.1.3 Planned Projects**

<b>Figure 3.1.3 Project ID Number</b>	<b>Project Name/Type</b>	<b>Location</b>	<b>Proposed Use/Description</b>	<b>Status and Sources</b>
15	B Canyon Wildlife Crossing	Near the border of Orange and Riverside Counties at the east end of the Green River Golf Club.	The B Canyon box culvert, located 1.7 mi east of Coal Canyon, provides a potential wildlife crossing across SR-91. B Canyon is believed to be an important linkage between the open spaces in the Santa Ana Mountains, the Puente Chino Hills, and Prado Basin. Future development along Green River Road, and the Green River Ranch and Fresno Canyon Wildlife Corridors could cause further constrained wildlife movement in this area.	Planning phase (source: Regional Conservation Authority or Western Riverside County, April 2010; TIGER Grant application FY2011 (source: website <a href="http://www.thetransitcoalition.us/a_better_inland_empire/images/pdf/91%20HOT.pdf">http://www.thetransitcoalition.us/a_better_inland_empire/images/pdf/91%20HOT.pdf</a> , accessed January 6, 2015).
16	Santa Ana River Mainstem Project Reach 9 Phases 2A, 2B, 3, 4, 5A, and 5B	<p>Located along the 75 mi reach of the Santa Ana River in Orange, Riverside, and San Bernardino Counties.</p> <p>Phase 2A is below Prado Dam.</p> <p>Phase 2B is near the Riverside/Orange County Line.</p> <p>Phase 3 extends upstream from Canyon RV Park on the south bank of the Santa Ana River.</p> <p>Phase 4 extends upstream from the Phase 3 terminus to approximately Coal Canyon on the south bank of the Santa Ana River.</p> <p>Phases 5A and 5B are located just east and west, respectively, of the SR-241/SR-91 interchange.</p>	The project would provide improvements to the flood control system that is connected to the Santa Ana River. The project would increase levels of flood protection to more than 3.35 million people in the three county areas. The project includes seven independent elements, which are: the Seven Oaks Dam, the Mill Creek Levee, the San Timoteo Creek, the Oak Street Drain, Prado Dam, Santiago Creek, and the Lower Santa Ana River. The Lower Santa Ana River improvements began construction in 1991 and were completed in 2006. The Seven Oaks Dam construction began in 1994 and was completed in 1999. Construction of the Prado Dam improvements began in 2003 and was planned for completion in 2010.	<p>Reach 9, Phase 2A and Phase 2B of the Santa Ana River Main Stem Project are in the restoration maintenance phase. Major construction is essentially complete and the contractor and USACE are working to restore temporarily impacted areas with appropriate plants/habitat. The monitoring of these areas will go on for several years.</p> <p>Reach 9, Phase 3, was completed in December 2014. Reach 9, Phase 4, is anticipated to begin construction in December 2015, and continue until December 2016.</p> <p>Phase 5A was estimated to begin construction in August 2015, with an estimated completion date of August 2016. Phase 5B is not anticipated for completion (source: USACE, Christopher Jones, April 20, 2015).</p>

**Table 3.1.3 Planned Projects**

Figure 3.1.3 Project ID Number	Project Name/Type	Location	Proposed Use/Description	Status and Sources
17	Santa Ana River Parkway Extension Project	Along the north and south banks of the Santa Ana River, between Gypsum Canyon Road Bridge and the Orange County Boundary.	The project includes construction of a new Class I Bikeway, a Riding and Hiking Trail, and associated amenities. A new riding and hiking trail (approximately 1.75 mi) would be located parallel to the existing Santa Ana River Class I Bikeway that is located on the southern bank of the Santa Ana River, adjacent to SR-91. A new parallel Class I Bikeway and Riding and Hiking Trail (approximately 0.57 mi) would extend through a portion of the existing Green River Golf Course toward the BNSF Railroad, where the alignment would then follow the BNSF Railroad eastward to the Orange/San Bernardino County boundary.	Planning/Environmental Review Phase (source: website <a href="http://ocplanning.net/planning/land/projects/santa_ana_river_parkway_extension_project">http://ocplanning.net/planning/land/projects/santa_ana_river_parkway_extension_project</a> , accessed March 3, 2016).

ac = acre(s)

BNSF = Burlington North Santa Fe

CIP = Corridor Improvement Project

EIR = Environmental Impact Report

HOV = high-occupancy vehicle

I-15 = Interstate 15

mi = mile(s)

N/A = not applicable

sf = square feet

SR-55 = State Route 55

SR-60 = State Route 60

SR-71 = State Route 71

SR-90 = State Route 90

SR-91 = State Route 91

SR-133 = State Route 133

USACE = United States Army Corps of Engineers

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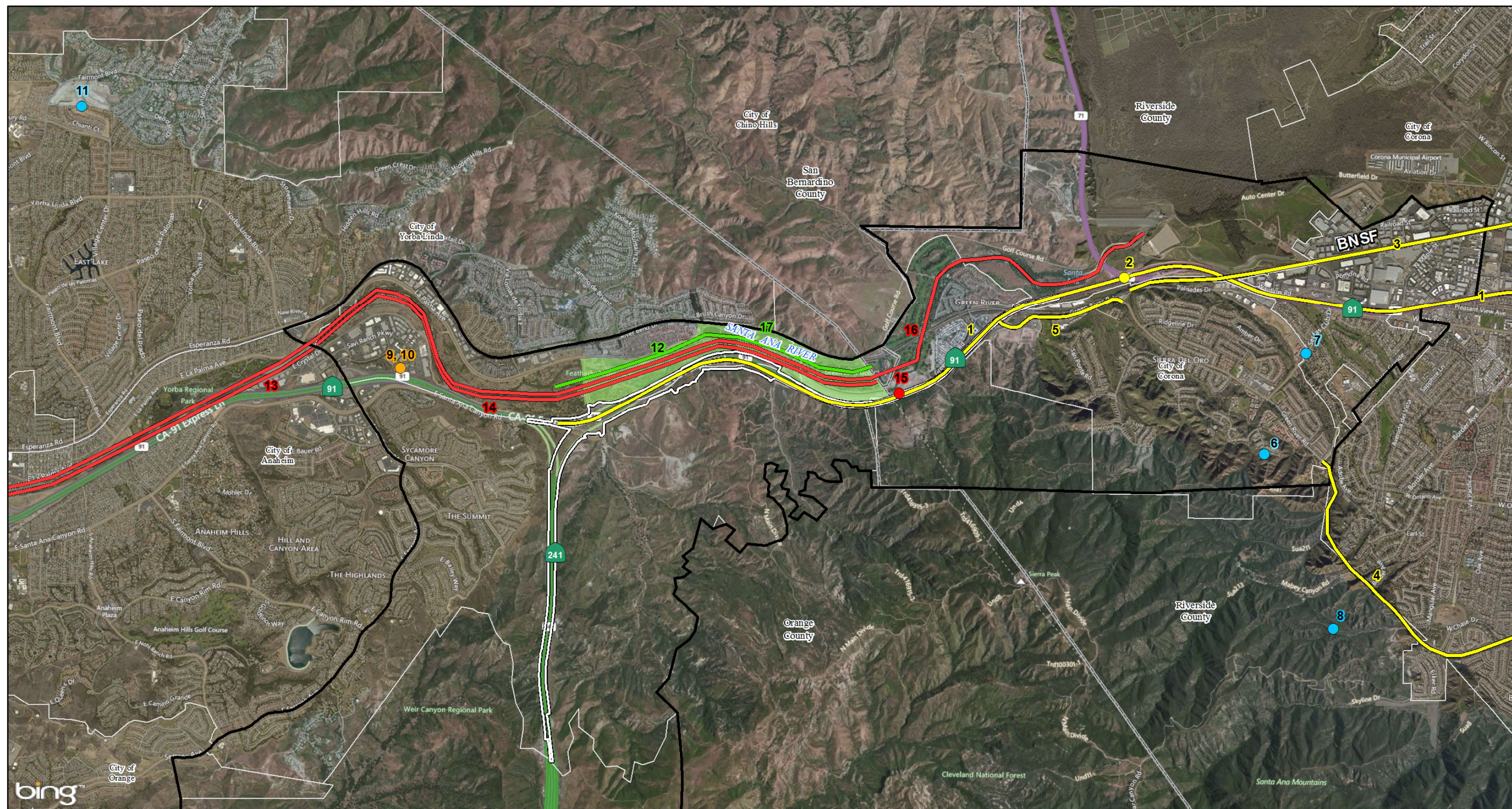
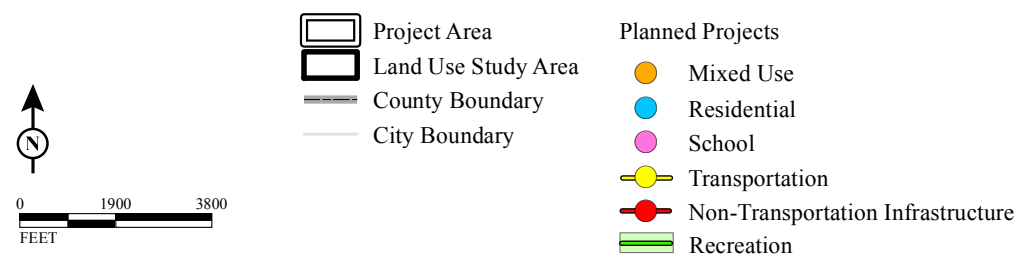


FIGURE 3.1.3



Note: Locations are approximate. Please refer to Table 3.1.3 for descriptions of the planned projects and the data sources for those projects

SR-241/SR-91 Express Lanes Connector  
Planned Projects



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### **3.1.1.2 Environmental Consequences**

#### ***Temporary Impacts***

##### ***Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)***

Because construction access and staging areas would occur within existing Caltrans right-of-way, no short-term direct or indirect impacts related to existing and future land uses are anticipated to occur during construction of the Build Alternative.

##### ***No Build Alternative***

The No Build Alternative does not include the construction of transportation improvements in the Project Area. As a result, the No Build Alternative would not result in direct or indirect impacts to temporary land uses or long-term effects related to General Plan land uses.

#### ***Permanent Impacts***

##### ***Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)***

The Build Alternative would be constructed mostly within existing Caltrans right-of-way. However, the Build Alternative would require the permanent acquisition of approximately 5 ac of land on the slope approximately 3,600 feet (ft) west of Coal Canyon Undercrossing, on Assessor's Parcel Number (APN) 085-071-56. The Proposed Project would need to grade into this slope in order to accommodate the widening of SR-91 to the south, required for the Build Alternative. This parcel is part of the Irvine Ranch National Natural Landmark (NNL)/Gypsum Canyon Nature Reserve, owned by the County of Orange with a Conservation Easement held by the Nature Conservancy. Although the slope would be revegetated after construction is complete, a maintenance access road and drainage structures would need to be constructed on the slope; therefore, all impacts on this parcel are considered permanent land use impacts. That is, approximately 5 ac of land would be converted from parkland/reserve to transportation use. However, the affected parcel is at the northernmost boundary of the NNL, adjacent to Caltrans right-of-way, and the Build Alternative would result in the removal of only approximately 5 ac within the 40,000 ac Irvine NNL. In addition, the Build Alternative would qualify as a necessary infrastructure improvement under the Grant Deed of Conservation Easement conditions and would not induce additional changes in land use in the NNL. Therefore, the conversion of approximately 5 ac of NNL property to transportation use is not considered a substantial land use impact, either directly or indirectly.

The Build Alternative would not impact any other existing or future land uses.

### ***No Build Alternative***

The No Build Alternative does not include the construction of transportation improvements in the Project Area. As a result, the No Build Alternative would not result in direct or indirect impacts to existing land uses or long-term effects related to General Plan land uses, including permanent easements and right-of-way acquisition.

#### **3.1.1.3 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation measures are required with respect to existing or future land use impacts associated with the Proposed Project. Refer to Sections 3.10, Paleontology, and Section 3.15, Natural Communities, for measures applicable to potential paleontological resources and biological resources, respectively, which would be impacted within the Irvine Ranch NNL Gypsum Canyon Reserve property.

### **3.1.2 Consistency with Federal, State, Regional, and Local Plans**

#### **3.1.2.1 Affected Environment**

This section discusses the Proposed Project's consistency with SCAG's 2012–2035 RTP/SCS, SCAG's 2015 Federal Transportation Improvement Program (2015 FTIP), the Orange County Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP), and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Additionally, the Proposed Project's consistency with adopted goals, policies, and plans from the General Plans of the counties of Orange and Riverside and the cities of Anaheim, Yorba Linda, Orange, and Corona are also discussed. Last, the Proposed Project's consistency with the Green River Ranch Specific Plan and the Sierra Del Oro Specific Plan are also evaluated.

#### ***Regional Transportation Plan/Sustainable Communities Plan***

SCAG is the Metropolitan Planning Organization (MPO) for the counties of Orange, Los Angeles, San Bernardino, Riverside, Ventura, and Imperial (SCAG region). SCAG is mandated by the federal government to develop regional plans for transportation, growth management, hazardous waste management, and air quality.

SCAG's 2012 RTP/SCS is a long-range plan that identifies multimodal regional transportation needs and investments over the next 23 years in the SCAG region. The 2012–2035 RTP/SCS was adopted by SCAG on April 4, 2012, and found to conform by the Federal Highway Administration/Federal Transit Administration (FHWA/FTA) on June 12, 2012. SCAG's 2012–2035 RTP/SCS establishes a



transportation vision for the SCAG region. The 2012–2035 RTP/SCS places a greater emphasis on sustainability and integrated planning than previous RTPs and defines three principles that collectively work as the key to the region’s future: mobility, economy, and sustainability. SCAG updates the RTP every 4 years. Federal regulations require that RTP project costs be constrained to the existing revenues and new revenues that may be reasonably expected to be available over the life of the Plan. Projects on this list become eligible for federal transportation funds. The Proposed Project is included as a “Financially-Constrained RTP Project” in the 2012–2035 RTP/SCS.

The 2012 RTP/SCS includes the following policies relevant to the Proposed Project:

- **G2:** Maximize mobility and accessibility for all people and goods in the region.
- **G3:** Ensure travel safety and reliability for all people and goods in the region.
- **G4:** Preserve and ensure a sustainable regional transportation system.
- **G5:** Maximize the productivity of our transportation system.

### ***Federal Transportation Improvement Program***

The FTIP is a capital listing of all transportation projects proposed over a 6-year period for the SCAG region. It is prepared to implement projects and programs listed in the RTP, and is developed in compliance with State and federal requirements. A new FTIP is prepared and approved every 2 years. These funded projects include highway improvements; transit, rail, and bus facilities; carpool lanes; signal synchronization; intersection improvements; freeway ramps; and other related improvements.

The 2015 Federal Statewide Transportation Improvement Program (FSTIP) was adopted by FTA/FHWA on December 15, 2014. MPOs approve FTIPs for incorporation in the FSTIP. The 2015 FSTIP Project Description for the Proposed Project in the 2015 FTIP is consistent with the Project Description provided in the 2012 RTP/SCS. Amendments to the adopted 2015 FTIP are prepared and approved on a continual basis.

### ***Master Plan of Arterial Highways***

The Master Plan of Arterial Highways (MPAH) was established by the County of Orange in 1956. The purpose of this plan is to ensure that a regional highway network would be planned, developed, and preserved in order to improve the County of Orange’s existing freeway system. Improvements included as part of the Proposed

Project are consistent with street classifications and proposed interchange locations identified by the MPAH.

### ***Long Range Transportation Plan***

The Long Range Transportation Plan (LRTP) established by the Orange County Transportation Authority (OCTA) outlines a vision for multimodal transportation improvements throughout the County of Orange. These projects, programs, and improvements are designed to address the transportation needs of the County of Orange residents, commuters, and visitors for the next 25 years. OCTA prepares the LRTP every 4 years to account for new planning efforts, as well as changes in demographics, economic conditions, and available sources of transportation funding, and submits the LRTP to SCAG for inclusion into the RTP/SCS.

### ***Orange County Central and Coastal Subregion Natural Community Conservation Plan/Habitat Conservation Plan***

The NCCP/HCP was approved in 1996 and serves as a comprehensive, multi-jurisdictional habitat-based conservation program, focusing on the conservation of multiple species and their associated habitats while allowing for economic uses that meet social and economic needs in central and coastal areas of the County of Orange. The NCCP/HCP is utilized to allow participating jurisdictions to authorize the “take” of both the plant and wildlife species identified within the NCCP/HCP Plan Area.

The majority of the Project Area is located within the NCCP/HCP Plan Area. An NCCP Existing Use Area overlaps the eastbound SR-91 lanes in the easternmost end of the Proposed Project at Coal Canyon Undercrossing within Caltrans right-of-way. The Project Area is not located within any portion of the NCCP Reserve. However, SR-241 bisects a part of the NCCP Reserve near the Windy Ridge Wildlife Undercrossing, where this wildlife crossing is designed to functionally link the NCCP Reserve with the Coal Canyon Reserve, Lomas de Santiago, and the Cleveland National Forest.

### ***Western Riverside County Multiple Species Habitat Conservation Plan***

The Western Riverside County MSHCP provides a comprehensive, habitat-based approach to the protection of covered species by focusing on conservation and management of lands essential for their long-term conservation. As a regional plan, the Western Riverside County MSHCP serves to provide mitigation for cumulative impacts to covered species and their habitats. Project consistency with the Western Riverside County MSHCP ensures that cumulative and indirect impacts to those

species are effectively mitigated. The Proposed Project is consistent with the Western Riverside County MSHCP.

### ***County of Orange General Plan***

The County of Orange General Plan (adopted in 2005 with the Housing Element updated in 2013) provides direction for land use decisions in unincorporated parts of the County of Orange. The Study Area includes areas of unincorporated land in the County of Orange along the SR-241 corridor and near the Orange/Riverside County boundary. This area is designated in the County of Orange General Plan as Open Space and Open Space Reserve, which provides for limited land uses that do not require a commitment of substantial urban infrastructure. Currently, this area is undeveloped.

Goals and objectives from the County of Orange General Plan relevant to the Proposed Project are provided below.

#### ***Land Use Element***

##### ***Objective 4***

Land Use Transportation Integration – to plan an integrated land and transportation system that accommodates travel demand.

#### ***Transportation Element***

The ultimate goal of the Transportation Element of the County of Orange General Plan is:

*“To develop an integrated transportation system consisting of a blend of transportation modes capable of meeting the need to move people and goods by private and public means with maximum efficiency, convenience, economy, safety, and comfort and a system that is consistent with other goals and values of the County and the region.”*

The County of Orange General Plan Transportation Element includes a Scenic Highways Component, which outlines the County of Orange Scenic Highway Plan. Under the Scenic Highway Plan, SR-91 from Weir Canyon to the Riverside County Line is classified as a Type 1 Viewscape Corridor. This classification designates a route that traverses a corridor within which unique or unusual scenic resources and aesthetic values are found. This designation is intended to minimize the impacts of the highway and land use development on the significant scenic resources along the route. This definition also includes safety roadside rests and vista points.

**Goal 1:** Preserve and enhance unique or special aesthetic and visual resources through sensitive highway design and the regulation of development within the scenic corridor.

**Policy 1.6: Highway Design.** Design the roadway to have a visual quality and riding comfort resulting from its horizontal and vertical design. Introduce curves where feasible to take advantage of natural or man-made scenic features.

**Policy 1.8: Road Slope Improvement.** Where feasible, utilize contour grading and slope rounding to gradually transition graded road slopes into the natural configuration consistent with the topography of the area.

#### *Growth Management Element Goals*

1. Reduce traffic congestion.
2. Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.
3. Protect the natural environment of Orange County.

#### ***County of Riverside General Plan***

Adopted in 2003, the County of Riverside General Plan sets the direction for land use and development in unincorporated areas of Riverside County. The Study Area land uses in unincorporated Riverside County are along SR-91 near the Orange/Riverside County Line. This area consists of rural and open space uses north and south of SR-91. According to the County of Riverside General Plan, the General Plan designations in this area include Rural Mountainous and Open Space-Conservation. The County of Riverside General Plan contains Area Plans that are intended to guide development in specific locations in the County. The Temescal Canyon Area Plan (TCAP) encompasses the City of Corona and its sphere of influence and is within the Study Area.

Policies from the County of Riverside General Plan Land Use, Circulation, and Air Quality Elements and TCAP relevant to the Proposed Project are provided below.

#### ***Land Use Element Policy***

**LU-1.5:** The County shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian Nations, and surrounding jurisdictions.

### *Circulation Element Policies*

**C1-4:** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.

**C-1.6:** Cooperate with local, regional, State, and federal agencies to establish an efficient circulation system.

### *Air Quality Element Policy*

**AQ-14.4:** Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.

### *Temescal Canyon Area Plan*

Area Plans were developed as part of the Riverside County General Plan to guide development in specific locations within the County of Riverside. Area Plans are components of the General Plan and address issues and development policies for specific areas in greater detail than provided in the General Plan. The TCAP includes portions of the Study Area. There are no specific policies that are applicable to the Proposed Project.

### ***City of Yorba Linda General Plan***

The City of Yorba Linda General Plan, adopted in 1993, is intended to establish land use and growth policy that is “visionary and creative, yet its goals, policies and programs must be realistic and achievable.” A small part of the Study Area along SR-91, consisting of an area on the north side, is in the City of Yorba Linda. The City of Yorba Linda General Plan land use designations in the Study Area include Open Space and Commercial General. Goals and policies relevant to the Proposed Project from the City of Yorba Linda General Plan are provided below.

### *Land Use Element*

**Policy 5.1:** Implement public infrastructure improvements necessary to serve land uses included in the Land Use Plan (as defined by the Circulation Element).

### *Circulation Element*

**Goal 2:** Support development of a network of regional roadway facilities that ensures the safe and efficient movement of people and goods from within the City of Yorba Linda to areas outside of its boundaries and accommodates the regional travel demands of areas outside of the City of Yorba Linda.

**Policy 2.1:** Coordinate roadway improvements with applicable regional, State, and federal agencies.

### ***City of Anaheim General Plan***

The City of Anaheim General Plan, adopted in 2004, provides direction for land use decisions in the City. The western segment of the Study Area includes land in the City of Anaheim. The eastern part of the City of Anaheim in the Study Area extends along the Santa Ana River to the Riverside County line and includes hilly terrain. The City of Anaheim General Plan Land Use Element designates land uses in the Study Area as Residential and Open Space. Goals and policies relevant to the Proposed Project from the City of Anaheim General Plan are listed below.

#### ***Circulation Element***

**Goal 1.2:** Support improvements to highways passing near and through the City.

**Policy 1:** Continue working with Caltrans, FHWA, and FTA to address traffic flow along State highways that traverse the City.

**Policy 2:** Discourage SR-91 bypass traffic through the Hill and Canyon Area by working with Caltrans and OCTA to improve traffic flow on SR-91.

**Policy 4:** Work with Caltrans and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the City.

**Policy 5:** Work with Caltrans in analyzing the performance of freeway interchanges located in the City and seek appropriate improvements.

**Goal 2.3:** Improve regional access for City residents and workers.

### ***City of Orange General Plan***

The City of Orange General Plan, adopted in 2010, provides direction for land use decisions in the City of Orange. While no improvements are proposed in the City of Orange, the Study Area includes land in the City of Orange due to its adjacency to the Santiago Canyon Road interchange between SR-261 and SR-241. The City boundary spans across the east and west sides of the interchange, and this portion of the Study Area currently consists of open space uses. The City of Orange General Plan Land Use Element designates land uses in the Study Area as Residential and Open Space. Goals and policies relevant to the Proposed Project from the City of Orange General Plan Elements are listed below.

### *Circulation and Mobility Element*

**Goal 2.0:** Provide an effective regional transportation network.

#### ***City of Corona General Plan***

The City of Corona General Plan (adopted 2004) presents a vision for its future and a strategy to make that vision a reality. It is long range, looking ahead to 2025, while at the same time presenting policies to guide day-to-day decisions. According to the General Plan, most of the land best suited for development in the City of Corona has already been developed.

As indicated in the City of Corona General Plan, the land uses in the Study Area in the City of Corona are primarily residential and industrial. The City of Corona also established a land use and growth policy that extends to 2025. The City of Corona General Plan supports initiatives to improve regional traffic flow to help improve congestion on City streets. The City of Corona General Plan policies relevant to the Proposed Project are listed below.

#### *Circulation Element*

**Goal 6.2:** Support the development of a network of regional roadway facilities that ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and that accommodate the regional travel demands of developing areas outside the City.

**Policy 6.2.4:** Participate in programs to mitigate regional traffic congestion.

**Policy 6.2.7:** Consider the implementation of intercity/intraregional connections to improve regional and local mobility.

#### *Green River Ranch Specific Plan*

The Green River Ranch Specific Plan consists of approximately 165 ac of land within the western portion of the City of Corona. The Specific Plan includes three distinct land use categories within its planning area: Mixed Use (MU), Commercial-General (C-G), and Estate Residential (RE). The Specific Plan's land use summary displays 140.5 ac as the total amount of usable land acreage.

The Green River Ranch Specific Plan includes 59.01 ac of land (37.3 ac of usable area) designated as Mixed Use. The Mixed Use category includes, but is not limited to, freeway service commercial uses, retail/neighborhood commercial development, food and drinking establishments, and office buildings and multi-tenant office/



business park uses, as well as limited light industrial uses such as research and development, manufacturing, fabrication, and warehouse. Additionally, two planning areas adjacent to Green River Road have been designated for general commercial uses. These areas total 8.12 ac (5.0 ac of usable area). Approximately 98.2 ac of land in the valleys of the foothills of the site are designated as Estate Residential. A total of 32 lots are proposed for single-family detached residences on estate properties, each with a minimum size of 3.0 ac.

There are no specific policies that are applicable to the Proposed Project.

#### *Sierra Del Oro Specific Plan*

The Sierra Del Oro Specific Plan provides the development ordinance for approximately 1,370 ac at the southwestern gateway of the City of Corona. It is located south of Green River Road and SR-91.

The Specific Plan directs the development of a mixed-density residential community of 3,592 units with a population of approximately 11,260. Integrated recreation and open space and neighborhood commercial areas are also included in the planning area. Development areas are planned to cluster units leaving 594.60 ac of open space and parkland. Single-family detached, attached and patio homes, town homes, flats, and apartments are proposed.

There are no specific policies that are applicable to the Proposed Project.

### **3.1.2.2 Environmental Consequences**

#### ***Temporary Impacts***

##### *Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)*

The Build Alternative is a highway improvement project that would be constructed mostly within Caltrans right-of-way, consistent with Caltrans standards and policies. Land use consistency impacts related to the Irvine Ranch NNL/Gypsum Canyon Nature Reserve are permanent and are discussed below.

##### *No Build Alternative*

The No Build Alternative would maintain the current configurations of SR-241 and SR-91 in the Study Area. Under the No Build Alternative, the SR-241/SR-91 interchange connector improvements would not be constructed. Therefore, the No Build Alternative would not result in any temporary impacts to land use consistency.

### ***Permanent Impacts***

#### ***Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)***

The Build Alternative is also consistent with regional planning efforts. The Proposed Project is identified in the 2012 RTP/SCS and is programmed in the 2015 FTIP and 2014 LRTP to reduce traffic congestion and improve operations. Table 3.1.4 shows that the Build Alternative is consistent with applicable 2012 RTP/SCS goals.

The Build Alternative would not result in the use of any land designated in or adjacent to any lands designated in the Orange County NCCP Reserve. The Proposed Project is a covered project under the NCCP/HCP and “take” of both plant and wildlife species is authorized in the NCCP/HCP Plan Area. Therefore, the Build Alternative is consistent with the NCCP/HCP.

The Riverside County portion of the Project Area is located within the MSHCP Conservation Area; however, this portion of SR-91 is planned for advance signage only and consists only of the paved roadway and shoulder. The SR-91 advance signage area in the context of the MSHCP is a Covered Activity under Section 7.3.4, Existing Roads Within the Criteria Area – Covered Road Maintenance Activities Within the Criteria Area: Publicly Maintained Roads. F/ETCA and Caltrans will follow the procedures and guidelines from Section 7.5.3: Construction Guidelines as well as best management plans outlined in Appendix C (MSHCP Volume 1). Therefore, the Build Alternative is consistent with the MSHCP.

As shown in Table 3.1.5, the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans and Specific Plans for the counties of Orange and Riverside, as well as the cities of Yorba Linda, Anaheim, Orange, and Corona.

#### ***No Build Alternative***

The No Build Alternative would maintain the current configurations of SR-241 and SR-91 in the Study Area. Under the No Build Alternative, the SR-241/SR-91 interchange connector improvements would not be constructed. The No Build Alternative would not be consistent with several plan policies to improve regional mobility.

**Table 3.1.4 Consistency with SCAG's 2012 RTP/SCS**

<b>Goal</b>	<b>Build Alternative</b>	<b>No Build Alternative</b>
<b>G1:</b> Align the plan investments and policies with improving regional economic development and competitiveness	<b>Not applicable.</b> The Build Alternative is a transportation improvement that will not directly improve economic development and competitiveness.	<b>Not applicable.</b> The No Build Alternative would not include improvements.
<b>G2:</b> Maximize mobility and accessibility for all people and goods in the region	<b>Consistent.</b> The Build Alternative would improve regional mobility and reduce congestion in the Project Area.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to improve mobility.
<b>G3:</b> Ensure travel safety and reliability for all people and goods in the region	<b>Consistent.</b> The Build Alternative would provide an additional connection between SR-241 and SR-91 that would improve reliability.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to improve reliability.
<b>G4:</b> Preserve and ensure a sustainable regional transportation system	<b>Consistent.</b> The Build Alternative would improve operations on an existing facility, which would provide a benefit in the SR-91 corridor between SR-55 and SR-71.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the regional transportation system.
<b>G5:</b> Maximize the productivity of our transportation system	<b>Consistent.</b> The Build Alternative would improve operations on an existing facility, which would provide a benefit in the SR-91 corridor between SR-55 and SR-71.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the regional transportation system.
<b>G6:</b> Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	<b>Not applicable.</b> The Build Alternative is a highway project and would not encourage active transportation; however, it would not preclude these improvements.	<b>Not applicable.</b> The No Build Alternative does not encourage active transportation; however, it would not preclude these improvements.
<b>G7:</b> Actively encourage and create incentives for energy efficiency, where possible	<b>Not applicable.</b> The Build Alternative is a highway project and would not encourage energy efficiency; however, it would not preclude these improvements.	<b>Not applicable.</b> The No Build Alternative does not encourage energy efficiency; however, it would not preclude these improvements.
<b>G8:</b> Encourage land use and growth patterns that facilitate transit and non-motorized transportation	<b>Not applicable.</b> The Build Alternative is a highway project within an existing transportation facility. The reduction in congestion in the Project Area would benefit the express bus service on SR-91.	<b>Not applicable.</b> The No Build Alternative does not facilitate transit and non-motorized transportation; however, it would not preclude these improvements.
<b>G9:</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	<b>Not applicable.</b> The Build Alternative is a highway project within an existing transportation facility. It does not include any security features.	<b>Not applicable.</b> The No Build Alternative does not maximize security; however, it would not preclude these improvements.

Source: SCAG Regional Transportation Plan/ Sustainable Communities Strategy ( 2012). Website: <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>.

SR-55 = State Route 55

SR-71 = State Route 71

SR-91 = State Route 91

SR-241 = State Route 241

**Table 3.1.5 Consistency with Local General Plans**

Applicable Goals, Policies, & Objectives	Build Alternative	No Build Alternative
<b>County of Orange</b>		
<b>Land Use Element</b>		
<b>Objective 4:</b> Land Use Transportation Integration – to plan an integrated land and transportation system that accommodates travel demand.	<b>Consistent.</b> The Build Alternative would improve mobility and reduce congestion in the Project Area in order to meet travel demand.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to meet travel demand.
<b>Transportation Element Scenic Highways Component</b>		
<b>Goal 1:</b> Preserve and enhance unique or special aesthetic and visual resources through sensitive highway design and the regulation of development within the scenic corridor.	<b>Consistent.</b> The Build Alternative would be constructed within the median of the SR-241/SR-91 interchange, minimizing visual impacts. Changes to the natural environment would be consistent with the NCCP/HCP.	<b>Consistent.</b> The No Build Alternative would not change the aesthetics or natural environment in the Project Area.
<b>Policy 1.6: Highway Design.</b> Design the roadway to have a visual quality and riding comfort resulting from its horizontal and vertical design. Introduce curves where feasible to take advantage of natural or man-made scenic features.	<b>Consistent.</b> The Build Alternative would be constructed within the median of the SR-241/SR-91 interchange, minimizing visual impacts. Changes to the natural environment would be consistent with the NCCP/HCP.	<b>Consistent.</b> The No Build Alternative would not change the aesthetics or natural environment in the Project Area.
<b>Policy 1.8: Road Slope Improvement.</b> Where feasible, utilize contour grading and slope rounding to gradually transition graded road slopes into the natural configuration consistent with the topography of the area.	<b>Consistent.</b> To the extent feasible, the slope south of SR-91 would be graded and vegetated consistent with the current topography and natural environment.	<b>Consistent.</b> The No Build Alternative would not change the topography or natural environment in the Project Area.
<b>Growth Management Element Goals</b>		
1. Reduce traffic congestion.	<b>Consistent.</b> The Build Alternative would improve mobility and reduce congestion in the Project Area in order to meet travel demand.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to meet travel demand.
2. Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.	<b>Consistent.</b> The Build Alternative would include a new Express Lanes Connector between SR-241 and SR-91 to improve mobility in the Project Area.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to meet travel demand.
3. Protect the natural environment of Orange County.	<b>Consistent.</b> To the extent feasible, the slope south of SR-91 would be graded and vegetated consistent with the current topography and natural environment. Changes to the natural environment would be consistent with the NCCP/HCP.	<b>Consistent.</b> The No Build Alternative would not change the natural environment in the Project Area.

**Table 3.1.5 Consistency with Local General Plans**

Applicable Goals, Policies, & Objectives	Build Alternative	No Build Alternative
<b>County of Riverside</b>		
<b>Land Use Element</b>		
<b>Policy LU 1.5:</b> The County shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian Nations, and surrounding jurisdictions.	<b>Consistent.</b> The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors, while minimizing impacts.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to improve regional mobility.
<b>Circulation Element</b>		
<b>Policy C 1.4:</b> Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.	<b>Consistent.</b> The Build Alternative would be constructed within the median of the SR-241/ SR-91 interchange, to provide a direct connector to the <i>91 Express Lanes</i> .	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system.
<b>Policy C 1.6:</b> Cooperate with local, regional, State, and federal agencies to establish an efficient circulation system.	<b>Consistent.</b> The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors by providing a direct connector to the <i>91 Express Lanes</i> .	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to improve regional mobility.
<b>Air Quality Element</b>		
<b>Policy AQ 14.4:</b> Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.	<b>Consistent.</b> The Build Alternative would be constructed within the median of the SR-241/ SR-91 interchange, to provide a direct connector to the <i>91 Express Lanes</i> , thereby preserving existing transportation corridors.	<b>Consistent.</b> The No Build Alternative does not include transportation improvements, but would preserve the existing transportation corridors.
<b>City of Yorba Linda</b>		
<b>Land Use Element</b>		
<b>Policy 5.1:</b> Implement public infrastructure improvements necessary to serve land uses included in the Land Use Plan (as defined by the Circulation Element).	<b>Consistent.</b> The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors to support planned land uses in the region.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to support planned land uses.
<b>Circulation Element</b>		
<b>Goal 2:</b> Support development of a network of regional roadway facilities that ensures the safe and efficient movement of people and goods from within the City of Yorba Linda to areas outside of its boundaries and accommodates the regional travel demands of areas outside of the City of Yorba Linda.	<b>Consistent.</b> The Build Alternative would improve regional people and goods movement in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to improve people and goods movement.

**Table 3.1.5 Consistency with Local General Plans**

<b>Applicable Goals, Policies, &amp; Objectives</b>	<b>Build Alternative</b>	<b>No Build Alternative</b>
<b>Policy 2.1:</b> Coordinate roadway improvements with applicable regional, State, and federal agencies.	<b>Consistent.</b> Development of the Build Alternative has been coordinated with FHWA, Caltrans, TCA, and local agencies	<b>Inconsistent.</b> The No Build Alternative does not include roadway improvements.
<b>City of Anaheim</b>		
<b>Circulation Element</b>		
<b>Goal 1.2:</b> Support improvements to highways passing near and through the City.	<b>Consistent.</b> The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include highway improvements.
<b>Policy 1:</b> Continue working with Caltrans, FHWA, and FTA to address traffic flow along State highways that traverse the City.	<b>Consistent.</b> Development of the Build Alternative has been coordinated with FHWA, Caltrans, TCA, and local agencies	<b>Inconsistent.</b> The No Build Alternative does not include State highway improvements.
<b>Policy 2:</b> Discourage SR-91 bypass traffic through the Hill and Canyon Area by working with Caltrans and OCTA to improve traffic flow on SR-91.	<b>Consistent.</b> The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include SR-91 improvements.
<b>Policy 4:</b> Work with Caltrans and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the City.	<b>Consistent.</b> Development of the Build Alternative has been coordinated with FHWA, Caltrans, TCA, and local agencies. The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include highway improvements.
<b>Policy 5:</b> Work with Caltrans in analyzing the performance of freeway interchanges located in the City and seek appropriate improvements.	<b>Consistent.</b> Development of the Build Alternative has been coordinated with FHWA, Caltrans, TCA, and local agencies. The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include highway improvements.
<b>Goal 2.3:</b> Improve regional access for City residents and workers.	<b>Consistent.</b> The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative would not improve regional mobility.
<b>City of Orange</b>		
<b>Circulation and Mobility Element</b>		
<b>Goal 2.0:</b> Provide an effective regional transportation network.	<b>Consistent.</b> The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative would not improve regional mobility.

**Table 3.1.5 Consistency with Local General Plans**

Applicable Goals, Policies, & Objectives	Build Alternative	No Build Alternative
<b>City of Corona</b>		
<b>Circulation Element</b>		
<b>Goal 6.2:</b> Support the development of a network of regional roadway facilities that ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and that accommodate the regional travel demands of developing areas outside the City.	<b>Consistent.</b> The Build Alternative would improve regional people and goods movement in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include improvements to the transportation system to improve people and goods movement.
<b>Policy 6.2.4:</b> Participate in programs to mitigate regional traffic congestion.	<b>Consistent.</b> Development of the Build Alternative has been coordinated with FHWA, Caltrans, TCA, and local agencies. The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include highway improvements.
<b>Policy 6.2.7:</b> Consider the implementation of intercity/intraregional connections to improve regional and local mobility.	<b>Consistent.</b> Development of the Build Alternative has been coordinated with FHWA, Caltrans, TCA, and local agencies. The Build Alternative would improve regional mobility in the SR-241 and SR-91 corridors.	<b>Inconsistent.</b> The No Build Alternative does not include highway improvements.

Sources: County of Orange General Plan (July 2014); County of Riverside General Plan (March 11, 2014); City of Yorba Linda General Plan (December 6, 1993); City of Anaheim General Plan (May 2004); City of Orange General Plan (March 2010); City of Corona General Plan (March 17, 2004).

Caltrans = California Department of Transportation

FHWA = Federal Highway Administration

FTA = Federal Transit Administration

NCCP/HCP = Natural Communities Conservation Plan/Habitat Conservation Plan

SR-91 = State Route 91

SR-241 = State Route 241

TCA = Transportation Corridor Agencies



### **3.1.2.3 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation measures are required with respect to land use consistency impacts associated with the Proposed Project. Refer to Sections 3.10, Paleontology, and Section 3.15, Natural Communities, for measures applicable to potential paleontological resources and biological resources that would be impacted within the Irvine Ranch NNL/Gypsum Canyon Nature Reserve property.

### **3.1.3 Parks and Recreational Facilities**

#### **3.1.3.1 Regulatory Setting**

This project will affect facilities that are protected by the Park Preservation Act (California Public Resources Code Sections 5400-5409). The Park Preservation Act prohibits local and State agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

#### **3.1.3.2 Affected Environment**

This section discusses parks and recreation facilities, including Section 4(f) properties. The Study Area for the Proposed Project for the identification of use effects on parks and recreation resources and Section 4(f) properties was defined as an area 0.5 mile from the project limits. The project limits were defined as the right-of-way limits for the Build Alternative. The project limits include areas within the right-of-way as well as areas temporarily disturbed during project construction. The Study Area for National Register of Historic Places (National Register) -listed and -eligible cultural properties considered under Section 4(f) was based on the area of potential effects (APE) as defined in the *Supplemental Historic Property Survey Report* (HPSR, August 2015). Section 4(f) applies to publicly owned public parks, recreation areas, wildlife refuges, and waterfowl refuges.

The parks and recreational facilities and other properties are described in detail in Table 3.1.6 and are shown on Figure 3.1.4.

**Table 3.1.6 Parks and Recreational Resources and Properties**

Name, Address, and Owner/ Operator of Property	Description of Facilities and/or Resources on Property
<p>Irvine Ranch Natural National Landmark (NNL)</p> <p>Northeast Orange County, south of SR-91</p> <p>The approximately 40,000 ac Irvine Ranch NNL includes Irvine Ranch Open Space, Gypsum Canyon Nature Preserve (three parts in the NNL), Weir Canyon Nature Preserve, Fremont Canyon Nature Preserve, Limestone Canyon Nature Preserve, and the future Black Star Canyon Wilderness Park. Specific topographic and geologic features in the NNL include Loma Ridge, Laguna Laurel, and Limestone Canyon. This area was originally part of the Irvine Ranch. Only part of the NNL is in the Study Area as shown on Figure 3.1.4.</p> <p>Owner: Orange County Parks</p> <p>Operator: Orange County Parks</p>	<p>This NNL was designated by the Department of the Interior in 2006 while the majority of the land was still owned by The Irvine Company. The NNL extends across the original Irvine Ranch from south of SR-91 and east of SR-241 to just north of the City of Irvine. There is substantial change in grade from SR-91 to the NNL with the NNL at a substantially higher elevation than the freeway mainline. This area is also a designated California Natural Landmark.</p> <p>As defined in 36 Code of Federal Regulations (CFR) 62, NNLs are areas of exceptional value to the nation as a whole. NNLs identify and preserve natural areas that best illustrate the biological and geological character of the United States, enhance the scientific and educational values of preserved areas, strengthen public appreciation of natural history, and foster greater concern for the conservation of the nation's natural heritage. NNLs designated by the DOI are listed in the National Registry of Natural Landmarks. The NNL designation does not change the land use or land use designation of the area and does not change the ownership of the land. The Irvine Ranch NNL includes areas of natural beauty, native plants (coastal sage scrub, chaparral communities, and rare Tecate cypress woodlands) and animals, and geological resources.</p> <p>NNLs are not currently defined as meeting the requirements under Section 4(f). On June 30, 2010, it was announced that The Irvine Company had donated the NNL to the County of Orange for use as a public park and that the County of Orange Board of Supervisors had accepted that donation. As a result, the NNL is now considered a public park and, therefore, would trigger the requirements for protection under Section 4(f).</p> <p>Recreational facilities in the NNL include bike, equestrian, hiking, and multi-use trails; and restrooms. The NNL is open for limited public use. Day use is available through scheduled programs or on designated wilderness access days only.</p> <p>As shown on Figure 3.1.4, the following preserves in the NNL are in the Study Area:</p> <p><u>Gypsum Canyon Nature Preserve (three areas):</u> The Gypsum Canyon Nature Preserve is a publicly owned and operated preserve and is open for limited public use through scheduled programs.</p> <p><u>Weir Canyon Nature Preserve:</u> The Weir Canyon Nature Preserve is a publicly owned and operated wildlife preserve and is open for limited public use through scheduled programs. This Preserve contains one of the largest oak woodlands in Orange County as well as rare habitats and wildlife.</p> <p><u>Fremont Canyon Nature Preserve:</u> The Fremont Canyon Nature Preserve is a publicly owned and operated preserve and is open for limited public use through scheduled programs. This Preserve contains massive granite formations, and a number of rare, threatened, and endangered plant and animal species.</p> <p>As a publicly owned and operated park that is open to the public, the NNL and the Preserves in the NNL qualify for protection under the requirements of Section 4(f).</p>

**Table 3.1.6 Parks and Recreational Resources and Properties**

Name, Address, and Owner/ Operator of Property	Description of Facilities and/or Resources on Property
<p>Chino Hills State Park (CHSP) 1879 Jackson Street Riverside, CA 92504</p> <p>CHSP is on the north and south sides of SR-91 near SR-71, on Assessor's Parcels 1033-171-15-0000 (San Bernardino County); 101-120-018 (Riverside County); and 353-061-03, 085-071-43, 085-071-32, 085-071-35, and 085-071-33 (Orange County)</p> <p>Owner/Operator: California State Parks</p>	<p>CHSP is on the north and south sides of SR-91 near SR-71. Amenities in CHSP include on-site parking, picnic areas, an equestrian staging area, pipe corrals, a historic barn, water spigots, campsites, restrooms, and approximately 60 mi of hiking, bike, and equestrian trails. Organized campfires, school programs, nature hikes, a Junior Ranger program, and educational talks are offered throughout the year. A ranch house, barn, windmills, and watering troughs in the park are reminders of the cattle ranching history in this area.</p> <p>CHSP serves a valuable function as a major link in a wildlife biolink that extends over 30 mi from the Santa Ana Mountains to the southeast to the Whittier Hills to the northwest. Coal Canyon Undercrossing under SR-91, which connects the Santa Ana Mountains south of SR-91 and the Puente-Chino Hills north of SR-91, provides a connection for wildlife between the parts of CHSP north and south of SR-91. This crossing is also used for emergency vehicles and as a fire access road.</p> <p>Coal-Gypsum Canyon Trail is near Coal Canyon Undercrossing. Hikers and bicyclists can and do access CHSP from Coal Canyon Undercrossing, although it is not intended as or designated as an access point for humans into/out of CHSP.</p> <p>The total area of CHSP is 14,173 ac. CHSP is normally open for both camping and day use. In fiscal year 2013–2014, the number of day-users of the CHSP was 130,755. There were no overnight users.</p> <p>Vehicular access to CHSP is available at the park entrances at Rimcrest Drive and Bane Canyon Road both of which are well northeast of the Study Area. Pedestrians and bicyclists can access CHSP at those entrances and at a number of trailheads leading to trails in the park. There is a trailhead in CHSP just north of SR-91 at Green River Road. An unpaved trail extends east and north from that trailhead, along a maintenance road, into CHSP.</p> <p>As a publicly owned and operated park which is open to the public, CHSP qualifies for protection under the requirements of Section 4(f). In addition, Land and Water Conservation Fund (L&amp;WCF) Act funds were used to purchase land and/or make improvements to CHSP and, as a result, CHSP was identified as a Section 6(f) property.</p>
<p>Santa Ana River Trail/Bike Lane 24001 Santa Ana Canyon Road Anaheim, CA 92808</p> <p>Owner/Operator: Orange County Parks</p>	<p>The Santa Ana River Trail/Bike Lane is a paved Class I bicycle path that parallels the Santa Ana River on the north side of SR-91. In the vicinity of the SR-241/SR-91 interchange, the Trail/Bike Lane is an off-street trail in a dedicated, publicly owned right-of-way. The Trail/Bike Lane is owned and operated by Orange County Parks and, therefore, qualifies for protection under the requirements of Section 4(f).</p> <p>The segment of the Trail/Bike Lane east of Featherly Regional Park is close to or within the State right-of-way for SR-91. In Featherly Regional Park, the Trail/Bike Lane is farther north and, as a result, is farther from SR-91.</p> <p>In the vicinity of the SR-241/SR-91 interchange, parking to access the Trail/Bike Lane is available on the street, just east of the entrance to the Green River Golf Club in the City of Corona on the north side of SR-91. On-site parking is available in CHSP and Featherly Regional Park.</p> <p>The Trail/Bike Lane traverses Featherly Regional Park generally adjacent to the Santa Ana River. In the vicinity of SR-91, the Trail/Bike Lane is an off-street, two-lane, 12-foot wide paved asphalt path that accommodates bicyclists, roller bladers, joggers, and pedestrians. The segment of the Trail/Bike Lane in the Study Area has only moderate topography and provides views of the Santa Ana River and wildlife.</p> <p>The Trail/Bike Lane extends 30 mi from the Green River Golf Club on the north side of SR-91 west, south to Huntington Beach, generally</p>

**Table 3.1.6 Parks and Recreational Resources and Properties**

Name, Address, and Owner/ Operator of Property	Description of Facilities and/or Resources on Property
	<p>following the alignment of the Santa Ana River. Destinations along the Trail/Bike Lane outside the Study Area include a rest area at Centennial Regional Park in the City of Santa Ana, picnic and rest-stop areas at Katella Avenue and Orange/Olive in the City of Orange, and a picnic area at Yorba Regional Park in the City of Anaheim. Because the Trail/Bike Lane is open for public access at a large number of locations along its alignment, it is not possible to estimate the number of users of this facility.</p> <p>Features that make the Trail/Bike Lane special include its length and route, which crosses much of Orange County adjacent to the Santa Ana River; its views of natural and developed areas along the Trail/Bike Lane; and the access that the Trail/Bike Lane provides to other recreational facilities, including parks and other trails.</p> <p>Because it is publicly owned and operated and open to the public, the Trail/Bike Lane qualifies for protection under the requirements of Section 4(f).</p>
<p>Featherly Regional Park (includes Canyon RV Park) 24001 Santa Ana Canyon Road Anaheim, CA 92808</p> <p>Owner/Operator: Orange County Parks</p> <p>Note: Canyon RV Park is operated by a private party under contract to the County of Orange.</p>	<p>Amenities at Featherly Regional Park include on-site parking, a visitor center, park benches, picnic tables, campsites, restrooms, and the Santa Ana River Trail/Bike Lane. The Park covers 364 ac, much of which is a natural riparian wilderness area. Viewing opportunities are best from the Santa Ana River Trail/Bike Lane and the banks of the Santa Ana River. Featherly Regional Park offers camping and day use. The estimated number of day and overnight visitors to the Park was not available from the Orange County Parks website.</p> <p>Featherly Regional Park is traversed by the Santa Ana River Trail/Bike Lane, which provides a connection between this park and a number of other recreational resources along the Trail/Bike Lane, including the Green River Golf Club to the east and parks to the west and south all the way to the Pacific Ocean. Vehicular access to Featherly Regional Park is available via Gypsum Canyon Road. Pedestrians and bicyclists can access the Park at the main entrance on Gypsum Canyon Road or via the Trail/Bike Lane.</p> <p>Features that make Featherly Regional Park special include the provision of camping and day use activities in proximity to a large number of users in the developed parts of northeast Orange County, the ability to use the Santa Ana River Trail/Bike Lane to access other area resources, and the riparian vegetation and wildlife along the Santa Ana River.</p> <p>Featherly Regional Park is north of and adjacent to SR-91. There is a substantial change in grade from the freeway to the Park, with the Park at a substantially lower elevation than the freeway. The SR-241/SR-91 interchange ramps are immediately adjacent to and well above the grade of Featherly Regional Park.</p> <p>Because Featherly Regional Park is publicly owned and operated and is open to the public, it qualifies for protection under the requirements of Section 4(f).</p>
<p>Green River Golf Club 5215 Green River Road Corona, CA 92880</p> <p>Owner: Orange County Parks</p> <p>Operator: private party under contract to the County of Orange</p>	<p>The Golf Club is on the north side of SR-91 at Green River Road. There are parts of the Golf Club property in the counties of Orange, Riverside, and San Bernardino. This facility includes an 18-hole regulation length golf course, a club house, a putting green, chipping area, practice bunker, pull and rental carts, rental clubs, a driving range, and a full service golf shop. The Golf Club also includes a restaurant, bar, and banquet facility. The Santa Ana River winds through the golf course, which is surrounded by mature native oak, sycamore, and cottonwood trees.</p> <p>Because the Green River Golf Club is publicly owned and open to the public, it qualifies for protection under the requirements of Section 4(f).</p>

**Table 3.1.6 Parks and Recreational Resources and Properties**

Name, Address, and Owner/ Operator of Property	Description of Facilities and/or Resources on Property
<p>Brush Canyon Park 28282 Brush Canyon Drive Yorba Linda, CA 92887</p> <p>Owner/Operator: City of Yorba Linda</p>	<p>Brush Canyon Park is a neighborhood park which includes restrooms, two large shaded picnic shelters, a basketball court, tennis courts, a sports field, and a playground. The Park is open 7 days per week. Vehicular access to Brush Canyon Park is from Brush Canyon Drive at the west end of the Park.</p> <p>Because Brush Canyon Park is publicly owned and operated and is open to the public, it qualifies for protection under the requirements of Section 4(f).</p>
<p>Santiago Oaks Regional Park 2145 N. Windes Drive Orange, CA 92869</p> <p>Owner/Operator: Orange County Parks</p>	<p>Santiago Oaks Regional Park is within the boundary of the Irvine Ranch NNL as shown on Figure 3.1.4. Amenities provided at this Park include on-site parking, a visitor center, an amphitheater, park benches, picnic tables, barbeques/fire rings, horseshoe pits, bike trails, a playground/tot lot, equestrian trails, a wedding ceremony and reception area, and restrooms. Santiago Oaks Regional Park encompasses 1,760 ac which includes Weir Canyon Park. Vehicular access to Santiago Oaks Regional Park is from North Windes Drive at the west end of the Park.</p> <p>Because Santiago Oaks Regional Park is publicly owned and operated and is open to the public, it qualifies for protection under the requirements of Section 4(f).</p>
<p>Running Springs Elementary School 8670 Running Springs Drive Anaheim, CA 92808</p> <p>Owner/Operator: Orange Unified School District (OUSD)</p>	<p>Running Springs Elementary School is a K-6 grade school in The Summit of Anaheim Hills community on the west side of SR-241. The school property includes outdoor play areas with a small play area, sports courts, and a sports/play field. Facilities at OUSC properties are available for use on application to the OUSD. The OUSD application form requires that "Use and occupancy of school property shall be primarily for public school purposes. Any authorized use of the property for other than public school purposes shall be subordinate to this primary purpose." It appears from the application form that the recreation facilities at this school could be used by outside groups but not necessarily open to the public at large.</p> <p>Because the recreation facilities at this school may be available to use outside school hours on approval of the OUSD, they qualify for protection under the requirements of Section 4(f).</p>
<p>Other Trails and Fire Roads</p> <p>Owner/operators: various public agencies</p>	<p>As shown on Figure 3.1.4, in addition to the Santa Ana River Trail/Bike Lane and the Coal Canyon Undercrossing, there are a number of other trails and fire roads in the Study Area.</p> <p>Trails that are open to the public qualify for protection under the requirements of Section 4(f).</p>

Source: Appendix B, Draft Section 4(f) Evaluation.

ac = acre(s)

CFR = Code of Federal Regulations

CHSP = Chino Hills State Park

CIP = Corridor Improvement Project

DOI = United States Department of the Interior

ft = foot/feet

L&WCF Act = Land and Water Conservation Fund Act

mi = mile/miles

NNL = National Natural Landmark

NPS = National Park Service

OC = County of Orange

SR-241 = State Route 241

SR-55 = State Route 55

SR-71 = State Route 71

SR-91 = State Route 91

State Parks = California State Parks

USACE = United States Army Corps of Engineers

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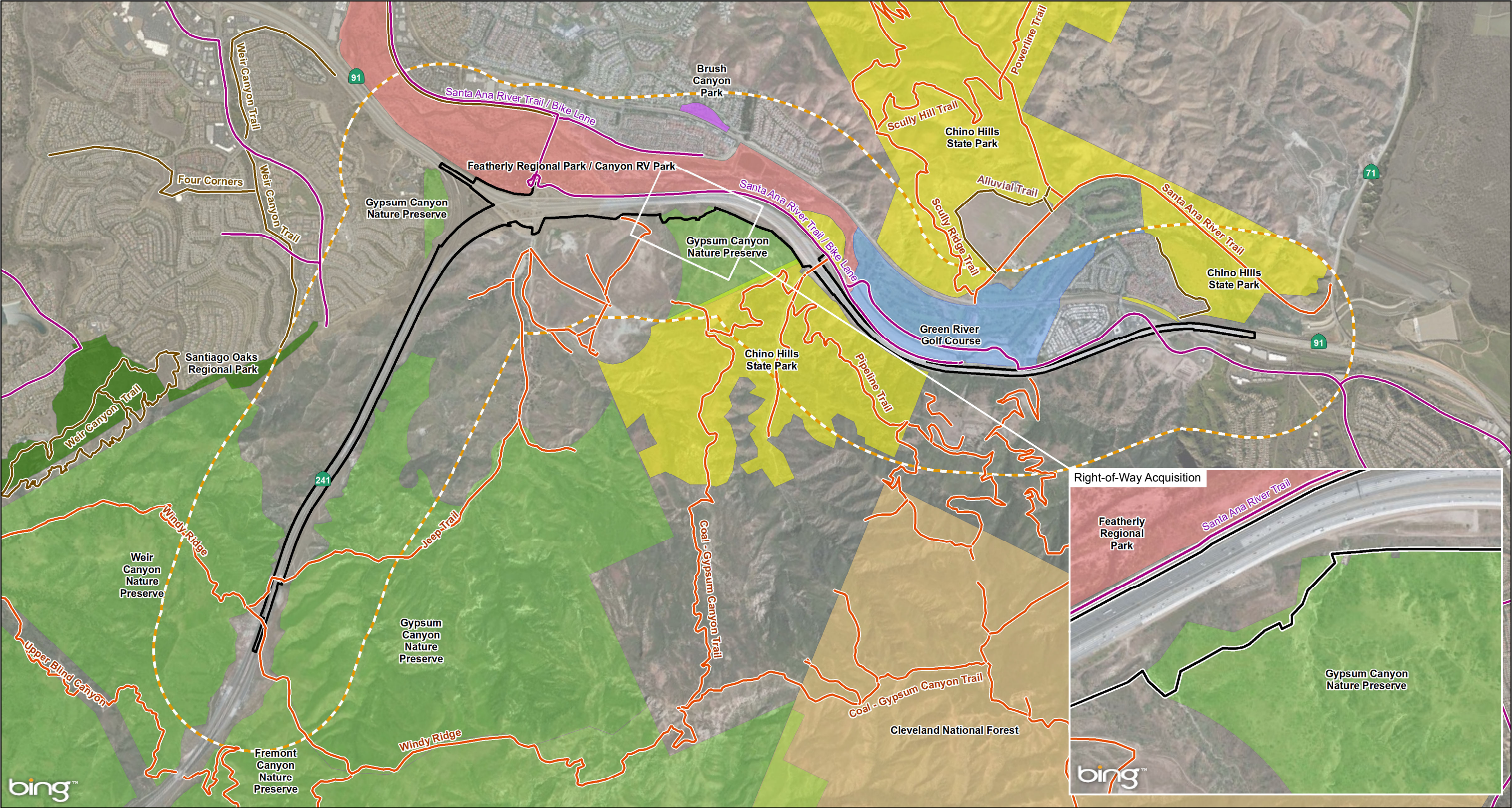
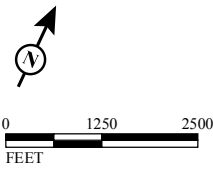


FIGURE 3.1.4

LEGEND

- |   |                             |                     |
|---|-----------------------------|---------------------|
| Project Area                                    | Chino Hills State Park      | Existing Bike Trail |
| Half-mile Radius from Project Area              | Santiago Oaks Regional Park | Existing Trail      |
| National Natural Landmark (with Preserve names) | Brush Canyon Park           | Fire Trail          |
| Featherly Regional Park                         | Cleveland National Forest   |                     |
| Green River Golf Course                         |                             |                     |



SOURCE: Bing Maps (2014); OC Parks (2012); Eureka Cartography (2007); Hikes Peak (2015); Gaia GPS (2015)  
I:\RBF1101\GIS\Parks\_and\_Rec\_Facilities.mxd (9/3/2015)



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### **3.1.3.3 Environmental Consequences**

#### ***Temporary Impacts***

##### ***Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)***

###### ***Temporary Impacts on Nature Preserves in the Irvine Ranch National Natural Landmark***

As shown on Figure 3.1.4, all three parts of Gypsum Canyon Nature Preserve and Weir Canyon Nature Preserve are adjacent to the project limits of the Build Alternative. There would be no temporary construction easements (TCEs) on those properties during construction of the Build Alternative.

During construction of the Build Alternative, sensitive viewers in the Nature Preserves would be exposed to views of cleared vegetation, graded slopes, construction vehicles, equipment, and other materials. Those construction activities would be temporary (18-month duration), and the impacts related to views of most of those activities would cease after completion of construction. Revegetation of graded disturbed areas may take a number of years after seeding with native plant species. Therefore, no substantial temporary visual impacts would occur at the Nature Preserves.

Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving that could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and South Coast Air Quality Management District (SCAQMD) Rule 403 (refer to Section 3.12, Air Quality, Measures AQ-1 through AQ-5). As a result, construction of the Build Alternative would not result in substantial temporary air quality impacts at the Nature Preserves.

During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans “Noise Control Requirements” and, therefore, the project construction would not result in substantial noise impacts on the Nature Preserves.

Construction of the Build Alternative would not affect existing vehicular access to or from the Nature Preserves. The construction activities and project

improvements would be entirely within Caltrans right-of-way in the vicinity of these Preserves and, therefore, would not impact the use or operation of those Preserves.

As shown on Figure 3.1.4, the northern boundary of the Fremont Canyon Nature Preserve is more than 0.5 mi from the advance signage area on SR-241. There would be no TCEs on that property during construction of the Build Alternative. Based on the distance of this property from the project limits and the presence of intervening topography, construction of the Build Alternative would not result in short-term visual, air quality, noise, or access effects on Fremont Canyon Nature Preserves.

Due to the distance of accessible areas of the Nature Preserves from the construction area, indirect impacts with respect to temporary reduction in recreational use (due to construction noise) would not occur.

#### *Temporary Impacts on Chino Hills State Park*

The widening on eastbound SR-91 would end just west of Coal Canyon Undercrossing. Chino Hills State Park (CHSP) is adjacent to the north and south sides of SR-91 in that area. The nearest part of the project limits for the Build Alternative on the south side of SR-91 is adjacent to and outside the boundary of CHSP. There would be no TCEs in CHSP during construction of the Build Alternative.

During construction of the Build Alternative, sensitive viewers in CHSP would be exposed to views of cleared vegetation, graded slopes, construction vehicles, equipment, and other materials. Those construction activities would be temporary, and the impacts related to views of most of those activities would cease after completion of construction. Revegetation of graded disturbed areas may take a number of years after seeding with native plant species. Therefore, no substantial short-term visual impacts would occur at CHSP during the construction of the Build Alternative.

Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving that could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and

SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial temporary air quality impacts at CHSP.

During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans “Noise Control Requirements” and, therefore, the project construction would not result in substantial noise impacts on CHSP.

Construction of the Build Alternative would not affect existing vehicular access to/from CHSP. The construction activities and project improvements would be entirely within Caltrans right-of-way in the vicinity of Coal Canyon Undercrossing and, therefore, would not impact the use or operation of that Undercrossing, including as a fire road and a wildlife crossing under SR-91.

Coal Canyon Trail is the only recreational facility in CHSP that is near the construction area. As a result, indirect impacts with respect to temporary reduction in recreational use would not be substantial.

The proximity impacts of the construction of the Build Alternative in the vicinity of CHSP would not substantially impair the protected activities, features, or attributes of this property

*Temporary Impacts on the Santa Ana River Trail/Bike Lane, Featherly Regional Park, and the Green River Golf Club*

Although the Build Alternative does not include modifications or construction on westbound SR-91 with the exception of road restriping, the project limits are adjacent to the boundaries of the Santa Ana River Trail/Bike Lane, Featherly Regional Park, and the Green River Golf Club on the north side of SR-91. There would be no TCEs at these three properties during construction of the Build Alternative.

During construction of the Build Alternative, sensitive viewers on the Trail/Bike Lane, in the Park, and on the Golf Club property would be exposed to views of cleared vegetation, graded slopes, construction vehicles, equipment, and other materials. Those construction activities would be temporary, and the impacts related to views of most of those activities would cease after completion of construction. Revegetation of graded disturbed areas may take a number of years after seeding with native plant species. Therefore, no substantial temporary visual

impacts would occur at these properties during the construction of the Build Alternative.

Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving that could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial temporary air quality impacts at these three properties.

During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans “Noise Control Requirements” and, therefore, the project construction would not result in substantial noise impacts at these three properties.

Construction of the Build Alternative would not affect existing vehicular access to/from these three properties. The construction activities and project improvements would be entirely within Caltrans right-of-way and, therefore, would not impact the use or operation of these three properties.

Because golfing is a transitory use, indirect impacts with respect to temporary reduction in recreational use (due to construction noise) are not expected at Green River Golf Course.

There could be a temporary reduction in recreational use (due to construction noise) at the Youth Camping Area and Canyon RV Park within Featherly Regional Park because these users are stationary. However, as discussed in Section 3.13.3.1, construction noise would be short-term, intermittent, and overshadowed by local traffic noise.

The proximity impacts of the construction of the Build Alternative on the Santa Ana River Trail/Bike Lane, Featherly Regional Park, and the Green River Golf Club would not substantially impair the protected activities, features, or attributes of this property.



*Temporary Impacts on Brush Canyon Park, Santiago Oaks Regional Park, and the Recreation Facilities at Running Springs Elementary School*

As shown on Figure 3.1.4, these properties are all approximately 0.5 mi from the project limits on SR-241 and SR-91. There would be no TCEs on these properties during construction of the Build Alternative. Based on the distances of these properties from the Project Limits and the presence of intervening land uses and topography, construction of the Build Alternative would not result in temporary visual, air quality, noise, or access effects on these properties.

Due to the distance of these recreational facilities from the construction area, indirect impacts with respect to temporary reduction in recreational use would not occur.

The construction of the Build Alternative would not result in proximity impacts on Brush Canyon Park, Santiago Oaks Regional Park, or the recreational facilities at Running Springs Elementary School and, therefore, would not substantially impair the protected activities, features, or attributes of this property.

*Temporary Impacts on Other Trails and Fire Roads*

As shown on Figure 3.1.4, there are a number of trails in the Study Area, including trails in the NNL and CHSP. There would be no TCEs within the boundary of any of those trails under the Build Alternative.

During construction of the Build Alternative, sensitive viewers along trails segments with views of SR-241 and SR-91 could be exposed to views of various construction activities including vegetation clearing, grading or other substantial construction activities, and the installation of advance signage on SR-91. However, trail users views would be transitory as they pass through the area. In addition, the construction activities would be temporary, and the impacts related to views of most of those activities would cease after completion of construction. Revegetation of graded disturbed areas may take a number of years after seeding with native plant species. Therefore, no substantial temporary visual impacts would occur to trail users in the Study Area.

Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving that could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and

SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial temporary air quality impacts on trail users in the Study Area.

During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans “Noise Control Requirements” and, therefore, the project construction would not result in substantial noise impacts on trail users in the Study Area.

Construction of the Build Alternative would not affect existing access on trails in the Study Area. The construction activities would be entirely within Caltrans right-of-way in the vicinity of the Preserves and would not affect the use or operation of the trails in the Study Area.

Due to the distance of these recreational facilities from the construction area, indirect impacts with respect to temporary reduction in recreational use would not occur.

The proximity impacts of the construction of the Build Alternative on trails in the Study Area would not substantially impair the protected activities, features, or attributes of those properties.

### *No Build Alternative*

The No Build Alternative would maintain the current configurations of SR-241 and SR-91 in the Study Area. Under the No Build Alternative, the SR-241/SR-91 interchange connector improvements would not be constructed and no temporary impacts to park and recreational facilities would occur.

### ***Permanent Impacts***

#### *Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)*

##### *Permanent Impacts on Nature Preserves in the Irvine Ranch National Natural Landmark*

As shown on Figure 3.1.5, approximately 5 ac in one of the parts of the Gypsum Canyon Nature Area in the NNL would be acquired and incorporated into the transportation facility for hillside grading to accommodate widening of SR-91 to

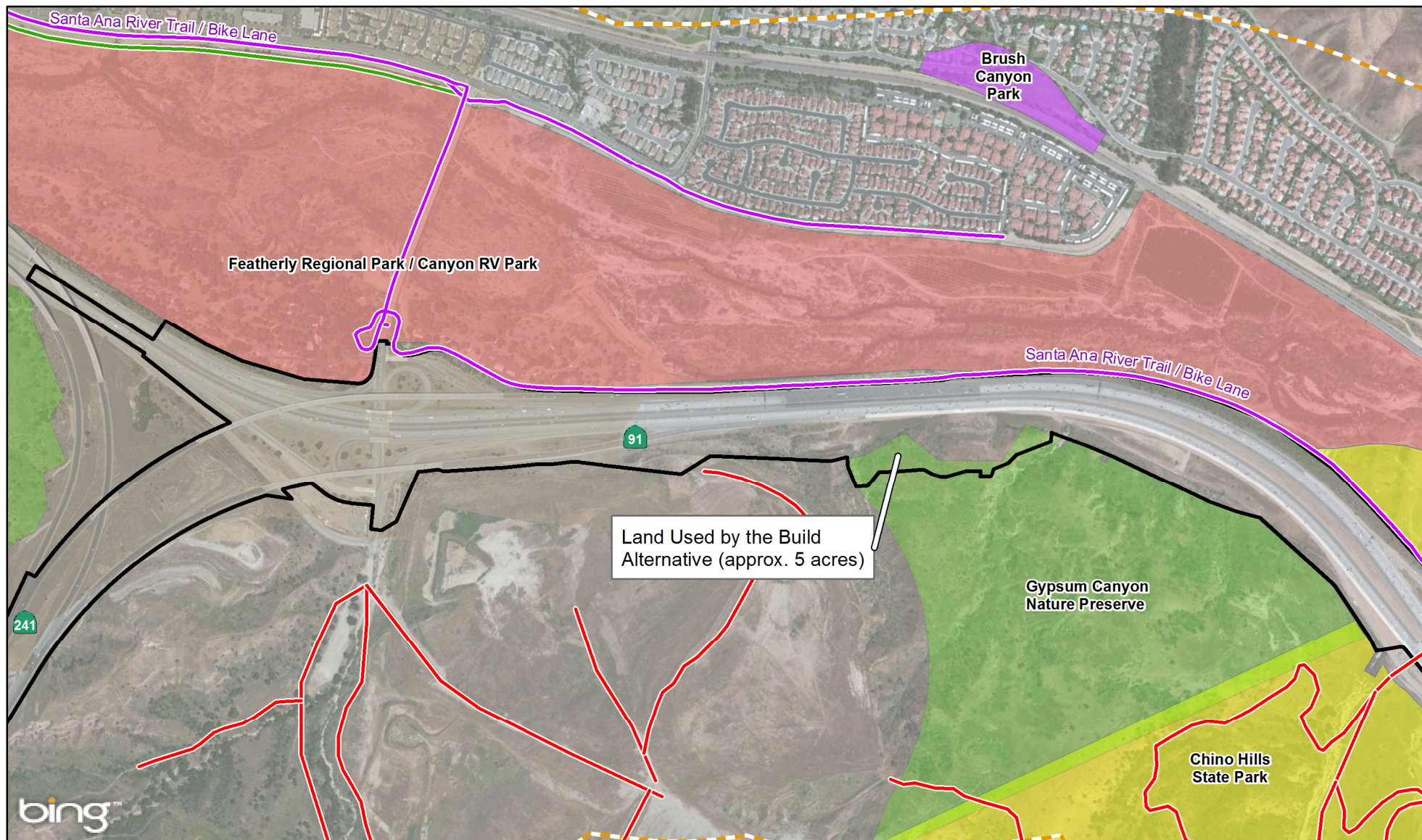
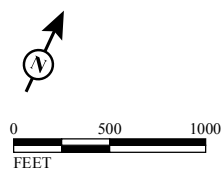


FIGURE 3.1.5

LEGEND

- |   |                        |
|---|------------------------|
| Project Area                                    | Chino Hills State Park |
| Half-mile Radius from Project Area              | Brush Canyon Park      |
| National Natural Landmark (with Preserve names) | Existing Bike Trail    |
| Featherly Regional Park                         | Existing Trail         |
|   | Fire Trail             |



SOURCE: Bing Maps (2014); OC Parks (2012); Eureka Cartography (2007); Hikes Peak (2015); Gaia GPS (2015)

I:\RBF1101\GIS\GypsumCanyonUsedLand.mxd (9/3/2015)

SR-241/SR-91 Express Lanes Connector  
Use of Land in Gypsum Canyon Nature Preserve

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the south. The approximately 5 ac represent only a very small percentage (0.013 percent) of the total acreage of the NNL. No other land in the NNL would be permanently acquired for the Build Alternative.

Because parts of the NNL are open for public use as recreation areas, they would be subject to the requirements of the Park Preservation Act, and the F/ETCA would be required to provide compensation to the County of Orange consistent with the Park Preservation Act for that land acquisition. The Build Alternative would result in long-term visual impacts associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, views of those improvements from within the Gypsum Canyon Nature Preserve, Weir Canyon Nature Preserve, and Fremont Canyon Nature Preserve would be limited and would not be substantially different than views of the existing infrastructure in the interchange and along SR-241 and SR-91.

Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions in the Study Area adjacent to the Gypsum Canyon Nature Preserve, Weir Canyon Nature Preserve, and Fremont Canyon Nature Preserve.

These Nature Preserves would not experience long-term noise impacts substantially different than the existing effects along SR-241 and SR-91 adjacent to those areas.

Operation of the Build Alternative would not affect existing access to/from these Nature Preserves. The project improvements would be entirely within Caltrans right-of-way and would not directly or indirectly affect the use or operation of these Nature Preserves.

#### *Permanent Impacts on Chino Hills State Park*

There would be no permanent acquisition of land from CHSP for the Build Alternative.

The Build Alternative would result in long-term visual impacts as a result of permanent alteration of the existing visual environment at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway



undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. The advance signage improvements in the immediate vicinity of CHSP would be placed within the median and would not substantively change views from CHSP compared to existing views of SR-91 from CHSP.

Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to CHSP.

CHSP would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to CHSP.

Operation of the Build Alternative would not affect existing vehicular access to or from CHSP. The project improvements would be entirely within Caltrans right-of-way in the vicinity of CHSP and Coal Canyon Undercrossing and, therefore, would not directly or indirectly impact the use or operation of CHSP or that Undercrossing.

The Build Alternative would not require the acquisition of any land from CHSP. Therefore, the provisions of Section 6(f) do not apply to the Build Alternative.

The proximity impacts of the operation of the Build Alternative in the vicinity of CHSP would not substantially impair the protected activities, features, or attributes of this property.

#### *Permanent Impacts on Featherly Regional Park*

There would be no permanent acquisition of land from Featherly Regional Park for the Build Alternative.

The Build Alternative would result in long-term visual impacts associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, views of those improvements from within Featherly Regional Park would be limited and would not be substantially different than views of the existing infrastructure in the interchange and the immediately surrounding areas compared to existing views of SR-91 from within the Park.



Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to the Park.

Operation of the Build Alternative would result in noise levels at some locations in Canyon RV Park that exceed Noise Abatement Criteria (NAC) B/C. No noise abatement to address those impacts was determined to be feasible. However, in most cases, the increases in noise levels with the Build Alternative compared to both existing conditions and the future No Build Alternative ranged from 0.1 dBA to 1.0 dBA. Those levels of noise increases, although resulting in noise levels that would exceed the NAC, would not be perceptible and would result in noise levels at Canyon RV Park nearly identical to the existing noise levels at the property. As a result, the users of Featherly Regional Park and Canyon RV Park would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to the Park.

Operation of the Build Alternative would not affect existing access to/from Featherly Regional Park. The project improvements would be entirely within Caltrans right-of-way in the vicinity of this Park and would not directly or indirectly affect the use or operation of Featherly Regional Park.

The proximity impacts of the operation of the Build Alternative on Featherly Regional Park would not substantially impair the protected activities, features, or attributes of this property.

#### *Permanent Impacts on the Santa Ana River Trail/Bike Lane*

There would be no permanent acquisition of land from the Santa Ana River Trail/Bike Lane for the Build Alternative.

The Build Alternative would result in long-term visual impacts associated with the permanent alteration of the existing visual environment at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. Those improvements would be partially visible to users of the Trail/Bike Lane but would not be substantially different than views of the existing infrastructure in the interchange and the immediately surrounding areas compared to existing views of SR-91 from the Trail/Bike Lane.

Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to the Santa Ana River Trail/Bike Lane.

The users of the Trail/Bike Lane would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to the Trail/Bike Lane.

Operation of the Build Alternative would not affect existing access to and from and along the Santa Ana River Trail/Bike Lane. The project improvements would be entirely within Caltrans right-of-way in the vicinity of the Trail/Bike Lane and would not directly or indirectly affect the use or operation of the Trail/Bike Lane.

The proximity impacts of the operation of the Build Alternative on the Santa Ana River Trail/Bike Lane would not substantially impair the protected activities, features, or attributes of this property.

#### *Permanent Impacts on the Green River Golf Club*

There would be no permanent acquisition of the Golf Club property for the Build Alternative.

The Build Alternative would result in long-term visual impacts associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, based on the distance of the Golf Club from those improvements, views of those improvements from the Golf Club would be limited and would not be substantially different than views of the existing infrastructure in the interchange and the immediately surrounding areas compared to existing views of SR-91 from within the Golf Club property.

Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to the Golf Club.

The patrons of the Golf Club would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to the Golf Club property.

Operation of the Build Alternative would not affect existing access to and from the Golf Club. The project improvements would be entirely within Caltrans right-of-way in the vicinity of the Golf Club and would directly or indirectly not affect the use or operation of the Golf Club.

The proximity impacts of the operation of the Build Alternative on the Green River Golf Club would not substantially impair the protected activities, features, or attributes of this property.

*Permanent Impacts on Brush Canyon Park, Santiago Oaks Regional Park, and the Recreation Facilities at Running Springs Elementary School*

As shown on Figure 3.1.4, these properties are approximately 0.5 mi from the project limits on SR-241 and SR-91. There would be no permanent acquisition of land from Brush Canyon Park, Santiago Oaks Regional Park, or the recreational facilities as the Running Springs Elementary School for the Build Alternative. Based on the distances of these properties from the project limits and the presence of intervening land uses and topography, operation of the Build Alternative would not result in long-term visual, air quality, noise, or access effects on these properties. There would be no indirect impacts to recreational use.

The proximity impacts of the operation of the Build Alternative on Brush Canyon Park, Santiago Oaks Regional Park, and the Recreation Facilities at Running Springs Elementary School would not substantially impair the protected activities, features, or attributes of this property.

*Permanent Impacts on Other Trails and Fire Roads*

There would be no permanent acquisition of land from other trails and fire roads for the Build Alternative.

The Build Alternative would result in long-term visual impacts associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, those improvements would generally not be visible from most

trail segments and user views would be transitory as they pass through the Study Area.

Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-241 and SR-91 in the vicinity of trails in the Study Area.

Trail users would not experience long-term noise impacts substantially different than the existing effects along SR-241 and SR-91 on trails in the Study Area.

Operation of the Build Alternative would not affect existing access on trails in the Study Area. The project improvements would be entirely within Caltrans right-of-way in the vicinity of these trails and fire roads and would not directly or indirectly affect the use or operation of the trails in the Study Area.

The proximity impacts of the operation of the Build Alternative on trails in the Study Area would not substantially impair the protected activities, features, or attributes of this property.

#### *Section 4(f) Evaluation and Preliminary De Minimis Determination*

As discussed in detail in Appendix B and as shown on Figure 3.1.5, the Build Alternative would require the use of approximately 5 ac in the Gypsum Canyon Nature Preserve in the Irvine Ranch NNL to accommodate hillside grading on the south side of SR-91. The area that would be used (permanently incorporated in the transportation facility) is in the northeast part of the Gypsum Canyon Nature Preserve. The 5 ac represent only a very small percentage (0.013 percent) of the total acreage of the NNL. The use of approximately 5 ac of the land in the NNL, immediately adjacent to existing SR-91, would not affect the activities, features, and attributes of the Gypsum Canyon Nature Preserve and the NNL and, therefore, is not considered a substantial impact to this property.

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on land protected by Section 4(f). This revision provides that once the United States Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an

analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not substantially affect the activities, features, and attributes of the Section 4(f) resource. Caltrans must make a finding for each resource, and the responsible official with jurisdiction over each resource must agree in writing with that finding.

The primary features of the NNL include its overall size, the wide range of natural resources and geographic features in the NNL, the connections to other open space and wilderness areas for wildlife, the NNL designation itself, and the overall value of such a large area of open space in a largely urbanized area. The Build Alternative would not substantially impact the natural resources in the NNL or affect the access into and out of the Nature Preserve, and there would be no interference with the features, activities, attributes, or purposes of the Nature Preserve or the NNL, on either a temporary or permanent basis under the Build Alternative. Based on the information discussed above, Caltrans has made a preliminary de minimis finding for the use (permanent incorporation) of 5 ac of land from the NNL and that the Build Alternative satisfies the criteria for de minimis under Section 4(f).

As discussed in detail in Appendix B, the Build Alternative would not result in the use of land (permanent incorporation of land into a transportation facility) from any other properties protected under Section 4(f) and would not result in any temporary occupancies or constructive use of properties protected under Section 4(f).

### ***No Build Alternative***

The No Build Alternative would maintain the current configurations of SR-241 and SR-91 in the Study Area. Under the No Build Alternative, the SR-241/SR-91 interchange connector improvements would not be constructed, and no permanent impacts to park and recreational uses would occur.

#### **3.1.3.4 Avoidance, Minimization, and/or Mitigation Measures**

Measures V-1 through V-7 and C-19, provided in Section 3.6, Visual/Aesthetics; Measures AQ-1 through AQ-5, provided in Section 3.12, Air Quality; Measure N-1, provided in Section 3.13, Noise; Measure NC-8, provided in Section 3.15, Natural Communities; and Measures PS-1 and PS-2 in Section 3.17, Plant Species, would apply to the construction of the Build Alternative, including in areas adjacent to the parks and recreation facilities in the Study Area. No other avoidance, minimization, or mitigation measures would be required for parks and recreation facilities.